

Washington Metropolitan Area Transit Authority
(WMATA)

Compact Public Hearing Staff Report

Franconia-Springfield Metro Station
Frontier Drive Extension

Staff Analysis of the Public Hearing
and
Staff Recommendations

Docket No. R22-01

Contents

1.0 Introduction	3
1.1 The Project	3
1.2 Public Hearing Staff Report	4
2.0 Communications and Outreach to the Public	6
2.1 Overview	6
2.2 Stakeholder Communication	6
2.3 Targeted Marketing and Media	7
2.3.1 Project Webpage	7
2.3.2 Social Media	7
2.3.3 Print Advertising	9
2.3.4 Signage and Flyers	9
2.3.5 Media Relations	10
2.3.6 In-Person Outreach	11
2.4 Public Input Results	12
3.0 Summary of the Public Hearing	14
4.0 Comments Received for the Record	15
5.0 Comments and Responses to Comments Received	17
5.1 General Support for the Project	17
5.2 General Opposition to the Project	17
5.3 On-Street Pick-Up/Drop-Off Area	18
5.3.1 Opposition to the Pick-Up/Drop-Off Area Removal	18
5.3.2 Support for the Pick-Up/Drop-Off Area Removal	19
5.3.3 Questions about Pick-Up/Drop-Up	20
5.4 Bicycle and Pedestrian Access and Safety	21
5.5 Concerns about Environmental Impacts	22
5.6 Comment Associated with Aspects of the Project's Design	22
5.7 Other Suggestions for Metro Improvements	23
5.8 Comments Associated with Non-Metro Aspects of the Project	23
6.0 Responses to Comments Received on the Draft Public Hearing Staff Report	24
7.0 Other Information for the Public Record	25
8.0 Staff Recommendation	26

APPENDIX A: NOTICE OF PUBLIC HEARING.....	27
APPENDIX B: PUBLIC HEARING PRESENTATION MATERIALS	28
APPENDIX C: PUBLIC HEARING SCRIPT	29
APPENDIX D: SURVEY RESULTS AND COMMENTS	30
APPENDIX E: ENVIRONMENTAL EVALUATION	31
APPENDIX F: CONCEPT DRAWINGS	32
APPENDIX G: NOTICE OF PUBLIC HEARING STAFF REPORT	33
APPENDIX H: COMMENTS RECEIVED ON THE PUBLIC HEARING STAFF REPORT	34

List of Figures

Figure 1. Proposed Metro Facility Modifications	3
Figure 2. Project Location	4
Figure 3. Staff Report Steps and Process	5
Figure 4. Earned Media Example (The Fairfax Connection 6/29/22)	10
Figure 5. Screenshot of Virtual Public Hearing	14
Figure 6. Summary of Comments Received.....	16
Figure 7. New and Improved Access to/from Kiss & Ride Lots	19

List of Tables

Table 1. Social Media Engagement	7
Table 2. Print Advertisement Placement.....	9
Table 3. Press Releases.....	10
Table 4. Earned Media Coverage	10
Table 5. Demographics of Metro's Online Comment Portal Respondents.....	13
Table 6. Summary of Comments by Category.....	15
Table 7. Summary of Comments Received	16

1.0 Introduction

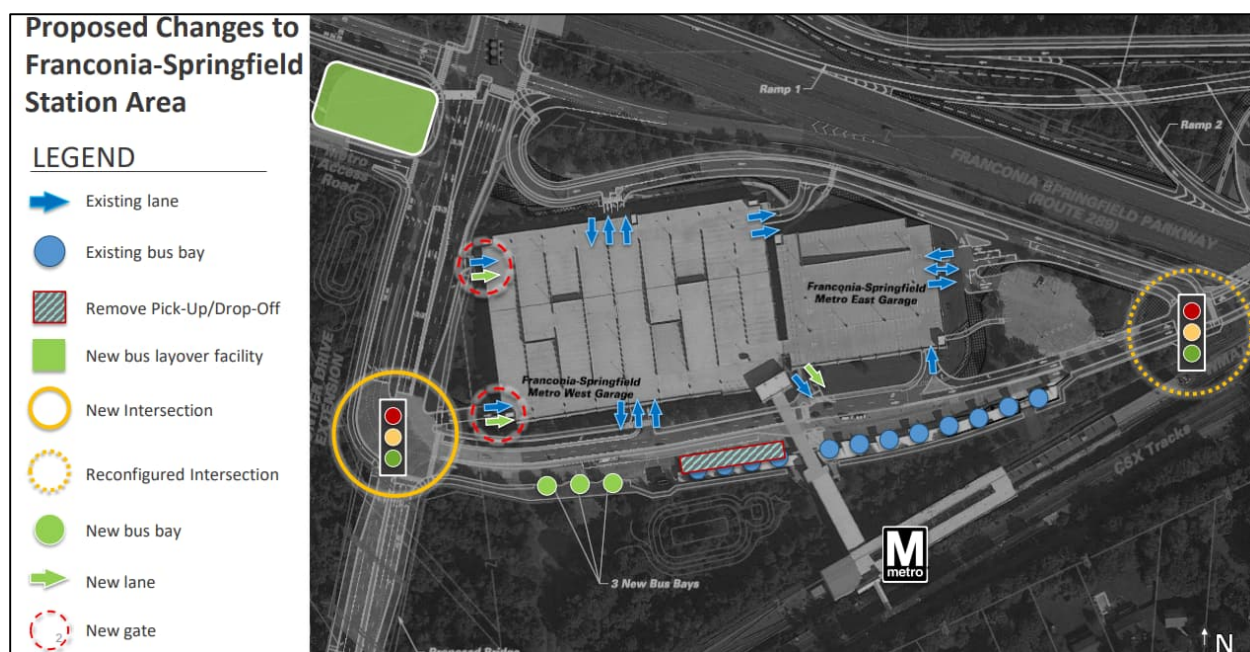
1.1 The Project

Metro is proposing changes to the Franconia-Springfield Metro Station facilities to accommodate the Frontier Drive Extension and Braided Ramps Project ("the Project"), which is led by the Virginia Department of Transportation (VDOT) and Fairfax County. The Project extends Frontier Drive to Loisdale Road near the Franconia-Springfield Metro Station and improves access to the nearby employment center that includes the Transportation Security Administration (TSA) headquarters.

The proposed design includes the following modifications to Metro facilities (see Figure 1):

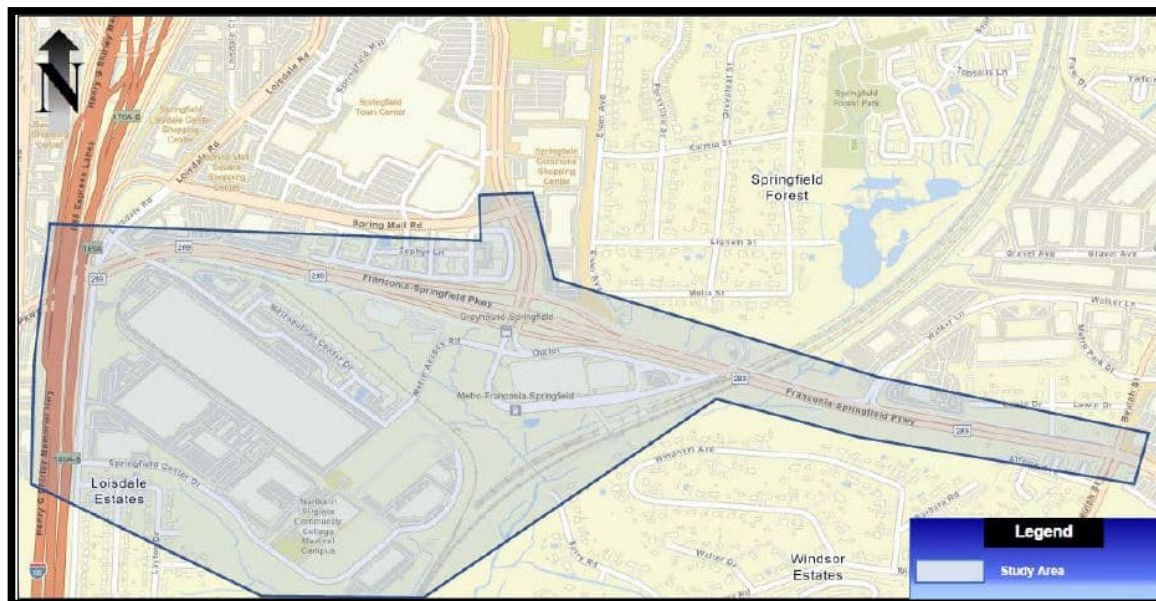
- Add two new signalized intersections, one at Metro Access Road and Frontier Drive and one reconfigured intersection to improve traffic flow and operations
- Reconfigure sections of the Franconia-Springfield Station circulatory road and access to parking garage entrances (all existing access points would be maintained)
- Add three new bus bays at Franconia-Springfield Station
- Add new bus layover facility
- Eliminate the pick-up/drop-off area at Franconia-Springfield Station

Figure 1. Proposed Metro Facility Modifications



The Frontier Drive Extension Project is a series of proposed transportation improvements adjacent to Metro's Franconia-Springfield Metro Station. The improvements include modifying the existing interchange of Frontier Drive (Route 2677) and Franconia-Springfield Parkway (Route 289) and extending Frontier Drive from its southern terminus at the Metro Station south to Loisdale Road (Route 789). Figure 2 shows the location of the Frontier Drive Extension and Braided Ramps project.

Figure 2. Project Location



Of specific interest to Metro are the changes to the access and circulation in the vicinity of the Metro Station, including the extension of Frontier Drive to Springfield Center Drive.

Details of the proposal were provided in the General Plans and the Environmental Evaluation. The General Plans, Environmental Evaluation, and the Notice of Public Hearing were available online beginning June 10, 2022:

<http://www.wmata.com/plansandprojects>

https://www.virginiadot.org/projects/northernvirginia/frontier_drive.asp

These documents were also available for inspection during normal business hours at the following locations:

Washington Metropolitan Area Transit Authority
300 7th Street SW, Washington, DC 20024

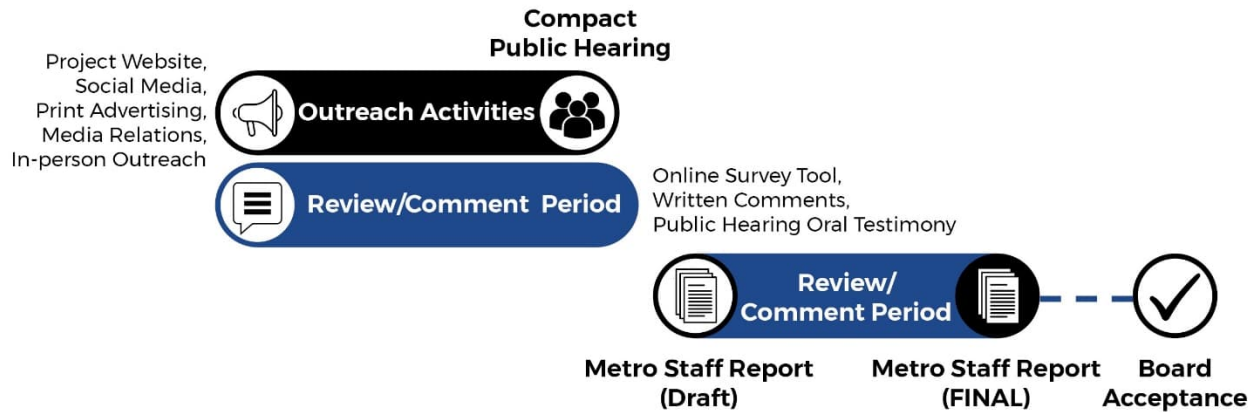
Virginia Department of Transportation, Northern Virginia District Office
4975 Alliance Drive
Fairfax, VA 22030

1.2 Public Hearing Staff Report

As required by the WMATA Compact, the public was provided with the opportunity to comment on the Project. Following the guidelines established by Metro's Board-approved Public Participation Plan, this report—the Public Hearing Staff Report—is a summary of Metro's public outreach efforts, the Project's Public Hearing, and the comments that were received.

This draft report is shared with the public for review and comment for ten days. Following that review, the final report will be finalized and presented by staff to Metro’s Board of Directors, where the Board will make a determination on whether the proposed facility modifications will be accepted as an amendment to Metro’s Mass Transit Plan. The activities and actions Metro takes to prepare and finalize the Public Hearing Staff Report are shown in Figure 3.

Figure 3. Staff Report Steps and Process



2.0 Communications and Outreach to the Public

2.1 Overview

Communications and outreach were guided by the requirements for WMATA Compact Public Hearings and Metro's federally mandated, Board-approved Public Participation Plan (PPP). VDOT jointly led the communications effort with Metro.

Beyond meeting basic requirements for a Compact Public Hearing, Metro followed PPP guidelines to create a targeted communications plan. The plan was designed to collect feedback inclusively and collaboratively with a focus on engaging minority, low-income, and Limited English Proficient (LEP) populations and those who use the station's services.

This report's communications and outreach tactics occurred during Metro's official public comment period (June 10 through July 29, 2022). VDOT extended their comment period through August 5, 2022. The final communications and outreach plan included the following efforts:

- Stakeholder communication
- Targeted marketing and media
- In-person outreach
- Virtual Compact Public Hearing (joint public hearing with VDOT)

Metro collected feedback through the following sources during the public comment period:

- Written comments received online and by the Board Secretary's Office
- Testimony received at the Virtual Compact Public Hearing
- Written comments received online through VDOT's comment portal.

The comments received for public record can be found in Appendix D of this report while a summary of the 205 comments Metro received can be found in Section 5.

2.2 Stakeholder Communication

Metro worked closely with VDOT and Fairfax County staff to leverage established communications resources to target local stakeholders.

The following efforts were made to communicate with project stakeholders:

- Metro sent a targeted email update on June 14, 2022 to 25 individuals representing 20 nearby stakeholders. Recipients included representatives from Community Based Organizations (CBOs), Business Improvement Districts (BIDs), places of worship, apartment and residential communities, hospitals, schools, shopping centers, transit organizations and hotels. Recipients were invited to provide feedback and attend the public hearing. The email included a link to the online survey.
- VDOT sent an email on June 30 to 97 individuals who had previously attended public information meetings about the Project.
- A direct mailer was sent to 1,365 households near the project area.

2.3 Targeted Marketing and Media

To attain maximum reach, Metro partnered with VDOT to develop complementary communications tactics. Targeted marketing, in-person outreach, and media relations tactics were used to increase awareness and encourage public feedback.

2.3.1 Project Webpage

The [project webpage](#) on Metro's website served as the project information hub and the primary channel for collecting public feedback. Information was presented in English and Spanish, and a variety of content was available for the public to review, including the Environmental Evaluation and detailed design plans of the proposed changes.

In addition to Metro's project page, VDOT provided a [project-specific webpage](#) with resources and documents related to the proposed roadway changes. The joint public hearing was also streamed live on this page. During the public comment period, the project webpage received 1,355 unique views. The average time spent on the page was just over two minutes.



2.3.2 Social Media

Metro leveraged its social media following to get the message out across a variety of channels. In total, Metro's social media posts resulted in more than 19,000 impressions and more than 575 engagements across all platforms (see Table 1). In addition to Metro's social media posts, VDOT also shared content on social media.

Table 1. Social Media Engagement

Media	Date	Details
Twitter	6/13/21	<ul style="list-style-type: none">• 12,484 impressions• 386 engagements (including 13 retweets, 10 likes, 7 replies)• 124 link clicks
Instagram	6/14/21	<ul style="list-style-type: none">• 2,912 impressions• 143 engagements (140 likes, 3 comments)
Facebook	6/13/22	<ul style="list-style-type: none">• 3,920 people reached• 49 total engagements (31 reactions, 3 comments, 15 shares)• 36 link clicks
Nextdoor	7/12/22	<ul style="list-style-type: none">• 661 impressions

Note: Reach = the total number of people who saw the content (measure is estimated). Impressions = the number of times the content was displayed on a user's screen, no matter if it was seen, clicked, or engaged with or not. Engagements = Likes, comments, and shares.

Social Media Examples



Facebook



Instagram



Nextdoor



Twitter

2.3.3 Print Advertising

Paid advertisements were placed in publications covering multiple languages based on the station's demographics profile (see Table 2). Two public notices were placed in *The Washington Post* prior to the public hearing. Print ads were also placed in *El Tiempo Latino*, *Fairfax Connection*, and *Korea Times*.

Table 2. Print Advertisement Placement

Publication	Language	Run Dates (2022)	Total Est. Impressions
El Tiempo Latino	Spanish	6/10, 6/24	49,204
Fairfax Connection	English	6/9, 6/23	8,500
Korea Times	Korean	6/10, 6/24	30,000
The Washington Post	English	6/11, 6/18	98,400

2.3.4 Signage and Flyers

Information was posted in English and Spanish in and around Franconia-Springfield Station to reach rail, bus, and parking customers.

- Digital graphics were posted on the digital displays in the station mezzanine
- Metro's outreach street team posted signs at each bus bay at the station
- VDOT posted signs at the termini of the Project
- Flyers were distributed at the station on June 30, July 12, and July 20

Signage Examples

Proposed Changes to Frontier Drive Near Franconia-Springfield Station

The Virginia Department of Transportation (VDOT) and Fairfax County are proposing to extend Frontier Drive via Springfield Center Drive to Loisdale Road near Franconia-Springfield Station. The project would result in changes to traffic circulation around the station, including new or reconfigured intersections and access to the parking garage. This project will also involve a change and/or break in limited access control.

Provide Your Feedback by Friday, July 29, 2022

At a Virtual Location and Design Public Hearing: Tuesday, July 12, 2022 (7 p.m.) at virginiadot.org/FrontierDrive

Online: virginiadot.org/FrontierDrive and wmata.com/plansandprojects

Via Email: Meetingcomments@vdot.virginia.gov and franconia@wmata.com
(please reference "Frontier Drive Extension and Braided Ramps" in the subject)

By Mail: Mr. Zamir Mirza, VDOT, 4975 Alliance Drive, Fairfax, VA 22030
- and -
Office of the Secretary, WMATA, 300 7th Street SW, Washington DC, 20024

VDOT and Metro-Government of the District of Columbia are proposing to extend Frontier Drive via Springfield Center Drive to Loisdale Road near Franconia-Springfield Station. The project would result in changes to traffic circulation around the station, including new or reconfigured intersections and access to the parking garage. This project will also involve a change and/or break in limited access control. For more information, visit virginiadot.org/FrontierDrive or wmata.com/plansandprojects.

Cambios propuestos a Frontier Drive cerca de la estación Franconia-Springfield

El Departamento de Transporte de Virginia (VDOT) y el condado de Fairfax están proponiendo extender Frontier Drive a través de Springfield Center Drive a Loisdale Road cerca de la estación Franconia-Springfield. El proyecto daría lugar a cambios en la circulación del tráfico alrededor de la estación, incluidas las intersecciones nuevas o reconfiguradas y el acceso al estacionamiento. Este proyecto también implicará un cambio o interrupción en el control de acceso limitado.

Proporcione sus comentarios antes del viernes, 29 de julio de 2022

En una audiencia pública de diseño y ubicación virtual: martes, 12 de julio de 2022 (7 p.m.) en virginiadot.org/FrontierDrive

En línea: virginiadot.org/FrontierDrive y wmata.com/plansandprojects

Mediante correo electrónico: Meetingcomments@vdot.virginia.gov y franconia@wmata.com
(consulte "Extensión de Frontier Drive y accesos superpuestos" en el asunto)

Por correo: Mr. Zamir Mirza, VDOT, 4975 Alliance Drive, Fairfax, VA 22030
- y -
Office of the Secretary, WMATA, 300 7th Street SW, Washington DC, 20024

VDOT y Metro-Gobierno del Distrito de Columbia están proponiendo extender Frontier Drive a través de Springfield Center Drive a Loisdale Road cerca de la estación Franconia-Springfield. El proyecto daría lugar a cambios en la circulación del tráfico alrededor de la estación, incluidas las intersecciones nuevas o reconfiguradas y el acceso al estacionamiento. Este proyecto también implicará un cambio o interrupción en el control de acceso limitado. Para más información, visite virginiadot.org/FrontierDrive o wmata.com/plansandprojects.

Printed signs and digital graphics were posted in the station and at bus bays.

2.3.5 Media Relations

Metro issued a press release on June 13 and VDOT issued a press release on July 6 to generate earned media coverage and encourage public feedback on the Project (Table 3, Table 4, and Figure 4).

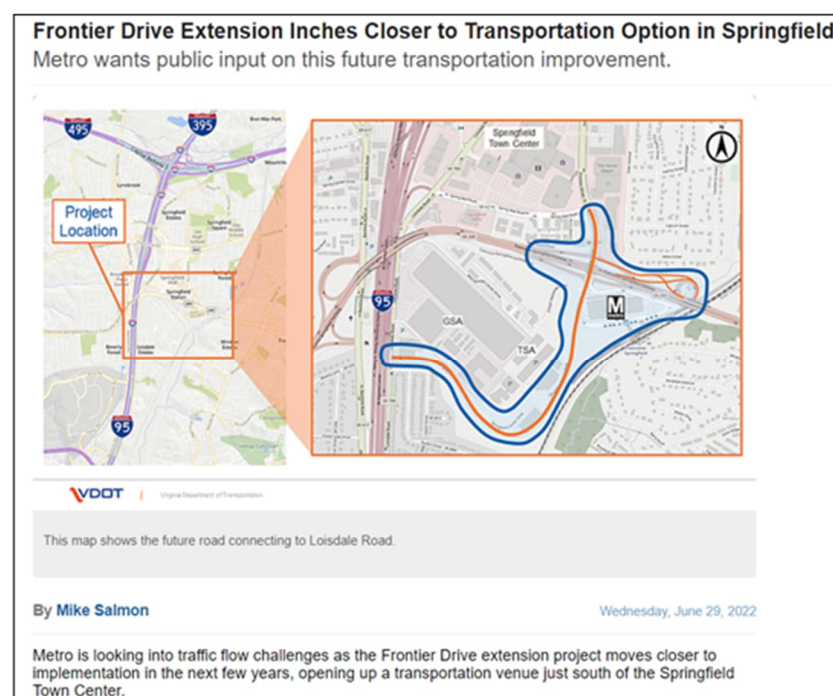
Table 3. Press Releases

Date	Title	Details
6/13/22	Metro seeks public input on changes to improve access to Franconia-Springfield Station	Metro invites the public to participate in the Compact Public Hearing and provide public comments through July 29.
7/6/22	Joint Virtual Location & Design Public Hearing and NEPA Public Hearing July 12 on Frontier Drive Extension and Braided Ramps (VDOT)	The Virginia Department of Transportation and Metro will hold a joint virtual location & design public hearing and NEPA public hearing Tuesday, July 12 on plans to extend Frontier Drive (Route 2677) from its southern terminus at Franconia-Springfield Parkway (Route 289) to Loisdale Road (Route 789).

Table 4. Earned Media Coverage

Media	Details
Greater Greater Washington	WMATA Virtual Public Hearing: Frontier Drive Extension at Franconia-Springfield Station
The Fairfax Connection	Frontier Drive Extension Inches Closer to Transportation Option in Springfield

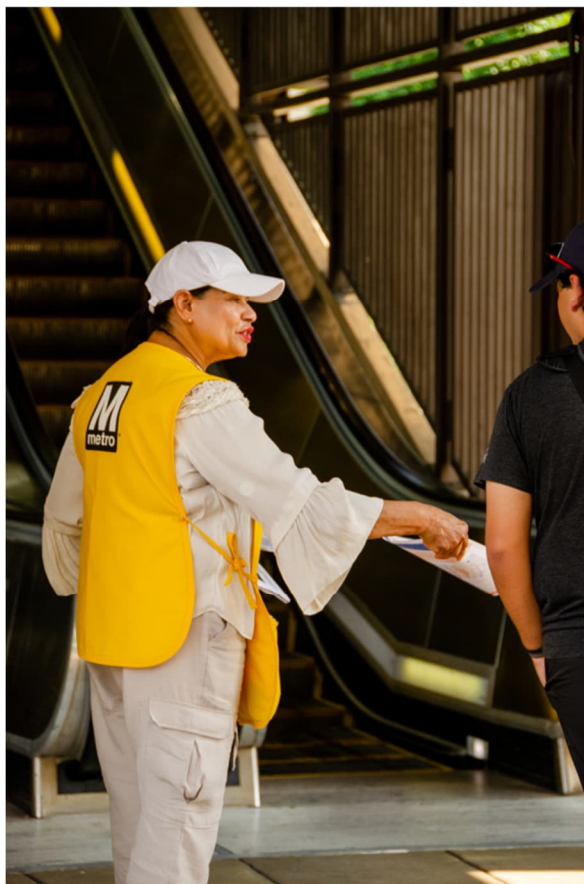
Figure 4. Earned Media Example (The Fairfax Connection 6/29/22)



2.3.6 In-Person Outreach

Contracted professional bilingual outreach street teams were at the station several times to reach rail, bus, and parking customers in-person. The days and times of the outreach were selected specifically to coincide with the timeframe when the highest number of people would be at the station. Outreach teams distributed flyers, shared the date and time of the public hearing, answered questions, told people that more information was available at the project website and provided the web address, shared the different options for providing comments, and reminded them of the comment deadline. Each team member was equipped with a data-enabled tablet to administer the survey for anyone wanting to take the survey on-site. Outreach team accomplishments include:

- Interacted with 3,974 customers (611 in Spanish), distributed 2,632 flyers, and administered nine surveys on-site
- On Thursday, June 20, outreach teams engaged customers at the bus bays and mezzanine in the AM peak
- On Tuesday, July 12, outreach teams engaged customers at the bus bays and put flyers on vehicles in the parking garage to encourage participation at the public hearing held that evening
- The PM peak shift on July 20, at the mezzanine and bus bays, was tailored to remind customers to complete the survey before the public comment period closed.

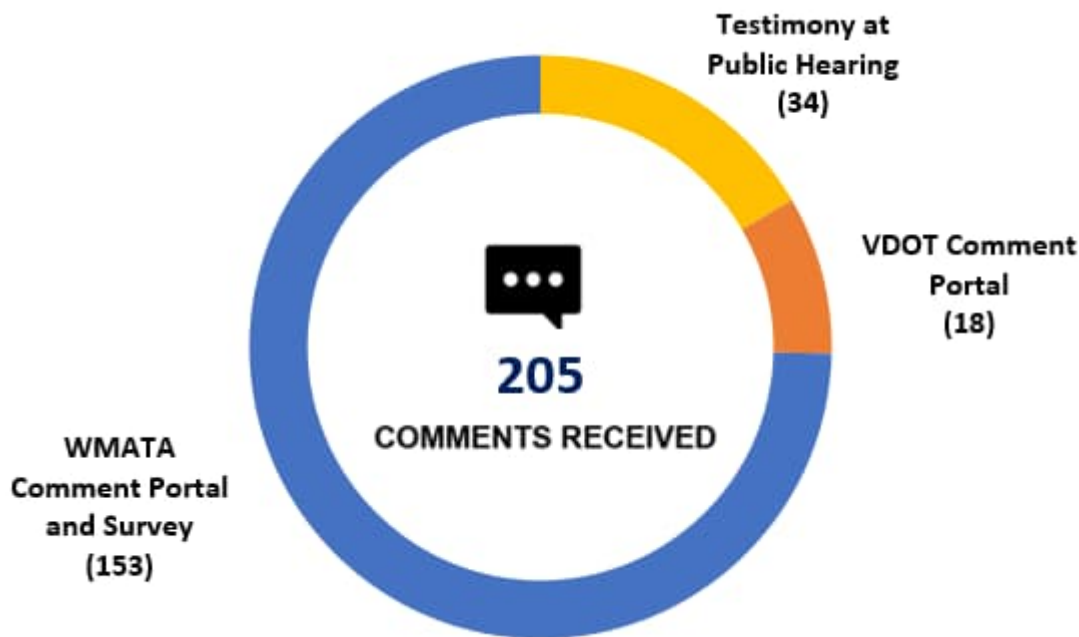


Outreach teams were at the station on three occasions. The days and times of the outreach were selected specifically to coincide with the timeframe when the highest number of people would be at the station.

2.4 Public Input Results

Metro collected public input during the public comment period through written comments (submitted online or through emails sent to the Board Secretary's Office) and testimony at the Virtual Compact Public Hearing. VDOT separately also collected public feedback during the public comment period. Public comments received by VDOT were shared with Metro, and applicable comments are addressed in this report. Metro's public comment period was open from Thursday, June 10 through 5 p.m. Friday, July 29, 2022. VDOT extended their comment period through August 5, 2022.

In total, Metro received 205 public comments on the proposed Frontier Drive extension at Franconia-Springfield Station.



Metro's Online Comment Portal surveyed respondents about their demographic information. The results are shown in Table 5.

Table 5. Demographics of Metro's Online Comment Portal Respondents

Gender	Male	64%
	Female	32%
	Other	4%
Hispanic or Latino	Yes	13%
	No	87%
Race	African American or Black	7%
	American Indian or Alaska Native	2%
	Asian	7%
	Native Hawaiian or other Pacific Islander	1%
	White	74%
	Other	8%

3.0 Summary of the Public Hearing

Virtual Compact Public Hearing

A Virtual Compact Public Hearing was held on Tuesday, July 12 at 7 p.m. Metro Board of Directors Chair Paul Smedberg served as WMATA's Hearing Officer for this public hearing and Steven Segerlin, Director for Real Estate Development, provided the summary of the proposed changes to transit facilities (see Figure 5). The hearing was held jointly with VDOT and was streamed live on VDOT's project webpage. The hearing was attended by 83 people, and 34 people provided testimony or asked questions at the hearing. The presentation and script can be found in Appendix B and Appendix C.

Figure 5. Screenshot of Virtual Public Hearing

Franconia - Springfield Metro Station Area
Changes to Park & Ride Facilities

Capacity

- No change to space count

Configuration

- All access points remain
- Two (2) new parking garage entry lanes to entry point #1 and #2

LEGEND

- Existing lane
- New lane
- New gate

Public Hearing: Frontier Drive Extension and Braided Ramps in Fairfax County

4.0 Comments Received for the Record

Comments to be considered for the record as part of this process were provided as testimony at the July 12, 2022 Virtual Public Meeting or received through Metro's and VDOT's online comment portals. No mailed comments were received. A total of 205 comments were collected during the public comment period. A record of all comments received can be found in Appendix D.

Metro's public comment period ran between June 10 and July 29, 2022. VDOT extended their comment period through August 5, 2022.

Testimony and comments received are grouped around broader, recurring themes, and the findings from all collection methods are summarized in Table 6. Because some comments raise multiple concerns, the sum of comments associated with the specific issues is greater than the total number of comments received.

Table 6. Summary of Comments by Category

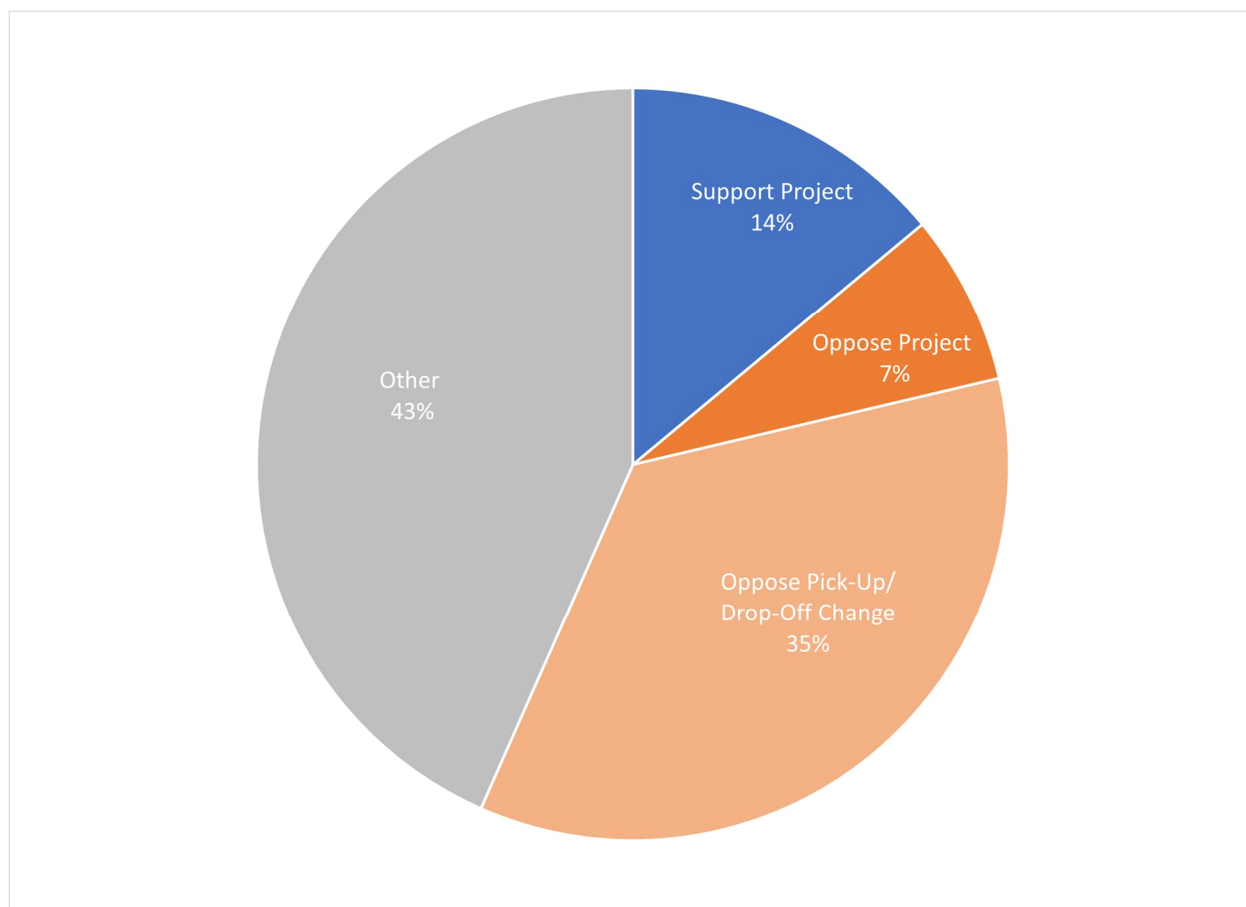
Category	Number of Comments	Overview
General Support for the Project	35	Comments expressed general, not-specific support of the overall project
General Opposition to the Project	20	Comments felt entire project was not needed
On-Street Pick-Up/Drop-Off Area	122	Comments associated with opposition to, support for, or questions about removal of the pick-up/drop-off area
Bicycle and Pedestrian Access and Safety	20	Comments expressed concern about bicycle and pedestrian safety and accommodations and/or recognized the bicycle and pedestrian conditions and recommendations
Concerns about Environmental Impacts	7	Comments discussed concerns about the environmental impacts of the Project. These were usually directed to the larger project and not the Metro specific elements
Comments Associated with Aspects of the Project's Design	21	Comments made suggestions about different ways the Project could be designed including where roadways are located and how access is provided
Suggestions of other Metro Improvements	12	Comments did not discuss the Project, but rather made suggestions about other areas Metro should focus on, usually instead of doing the proposed project
Other Suggestions for Metro Improvements	35	These comments were solely focused on issues related to the larger VDOT project and did not mention the Metro specific elements; comments were often related to noise walls, local neighborhood access, and increased through traffic

Analysis of the written comments and public hearing testimony shows 14% of comments indicated supported the project, 7% opposed the project, 35% opposed the pick-up/drop-off change, and 43% provided comments that neither supported nor opposed the project (Table 7 and Figure 6).

Table 7. Summary of Comments Received

	Number	Percentage
Support Project	38	14%
Oppose Project	20	7%
Opposed Pick-Up/Drop-Off Change	96	35%
Other	118	43%
TOTAL	272	100%

Figure 6. Summary of Comments Received



5.0 Comments and Responses to Comments Received

5.1 General Support for the Project

Thirty-five comments expressed general support of the Project. They felt that there was a need to improve access around the Franconia-Springfield Metro Station and agreed with the extension of Frontier Drive and addition of a traffic light. They felt that it would improve access to the TSA site and felt that it would improve traffic flow.

Representative Comments

- *A good plan. No specific comments.*
- *Esta bien*
- *I am happy to hear that they are working on the roads for safety improvement around the station.*
- *I am in favor of the proposal to add a light at Frontier and Metro Center Drive. I currently commute to the TSA building and, since this road is currently private, I must drive around to Loisdale Road in order to access my work building.*
- *The proposed changes for Franconia/Springfield station and Frontier Drive would definitely improve the flow of traffic and enhance arrival/departure from the station.*

5.2 General Opposition to the Project

Twenty comments expressed general opposition to the overall project. Comments associated with opposition to the Project felt that the way the access is currently configured is adequate and that it is not necessary to spend funds to make what they believe are unnecessary changes.

Representative Comments

- *I see no need for change. I vote no for any modification.*
- *Please don't change anything. There's nothing so wrong with the current setup that it's worth spending 1.8 million.*
- *Please leave everything as it is. Parking is well designed and does not need any changes.*
- *The current configuration is acceptable and need not be changed.*

5.3 On-Street Pick-Up/Drop-Off Area

Nearly 45 percent of all comments received were related to the removal of the existing pick-up and drop-off area adjacent the roadway and bus loop.

- 96 comments opposed removal of the pick-up/drop-off area.
- 3 comments agreed with the removal of the pick-up/drop-off area.
- 23 comments had questions about the removal of the pick-up/drop-off area, but didn't express an opinion about the removal.

5.3.1 Opposition to the Pick-Up/Drop-Off Area Removal

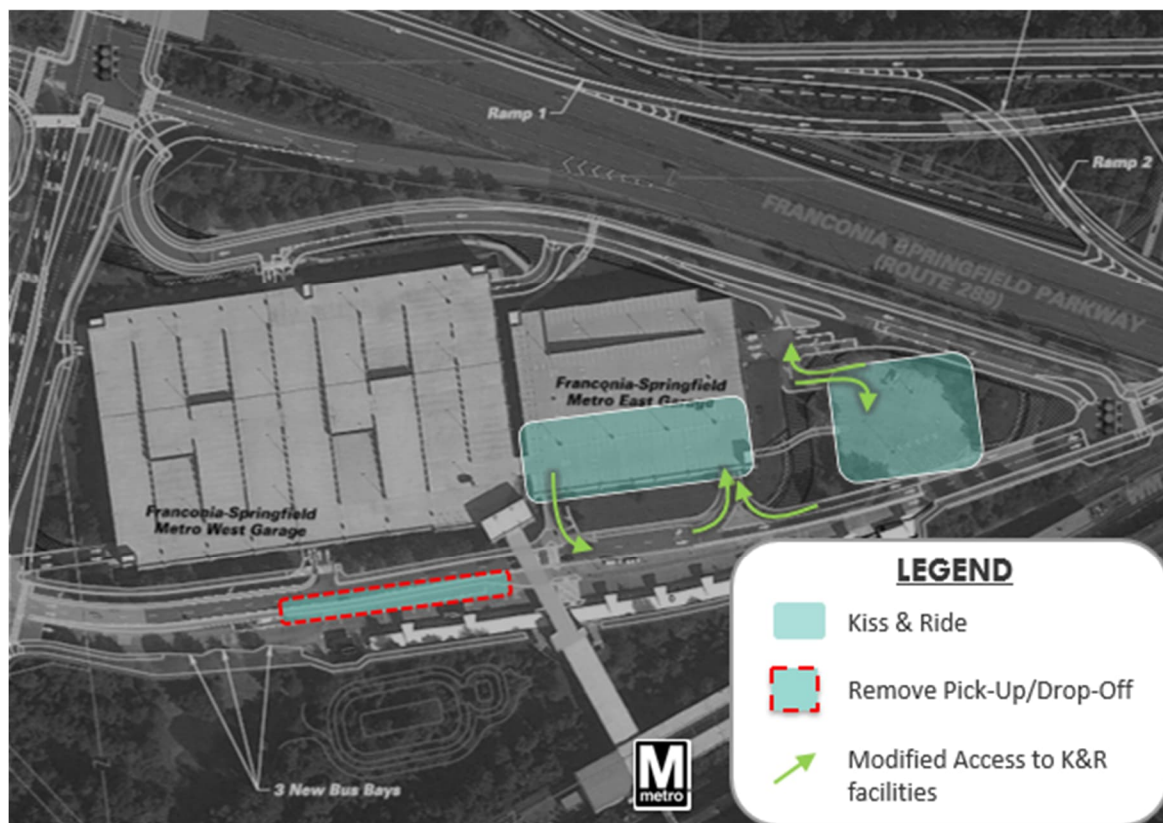
Most of these comments (96 comments) expressed opposition to the removal of the pick-up/drop-off area. People felt that removing the pick-up/drop-off area would negatively affect how the station operates. That is, comments indicated that more customers are either dropped off/picked up at the station by a family member or rideshare service rather than are parking at the station garage. Some comments expressed concerns that moving the pick-up/drop-off area to the parking garage or surface lot would create challenges for customers with luggage and would cause roadway backups with people crossing the roadway. Others expressed concern about being forced into the parking garage, which is already congested at rush hour, and wondered what sort of payment would be required for picking up/dropping off a passenger.

Representative Comments

- *The pickup/dropoff is heavily used and important to this end-of-line station. I have used it multiple times, both as a passenger and a driver. What alternatives are there other than forcing people into the parking garage, which is already congested at rush hour. Will people need a SmartTrip card just to drop people off? If that is not the plan, please communicate the options. Eliminating pickup/dropoff with no alternatives is a horrible idea.*
- *Please don't eliminate pickup/drop off. This is very useful. Also, if you can make it so people with luggage don't have such a hard time crossing the street to get to taxis. I usually have to walk through above ground walkway to the parking lot, then take the elevators down to more easily access taxis. Such a huge effort. When you have 2-3 rolling luggage, it really helps to make it so that I don't have to pickup over sidewalk drop offs, etc.*
- *Please don't eliminate the drop off pick up lane.*
- *Elimination of the passenger drop-off/pick-up is stupid. It will still happen at the same location in the same way just without the proper safety implementation.*
- **YOU CAN'T REMOVE THE PICKUP/DROP-OFF AREA!!!! THAT'S ABSOLUTELY RIDICULOUS!!!**

Metro Response: Pick-up and drop-off activity can occur in the Kiss & Ride lot located on the ground floor of the Park & Ride garage and has significant capacity. Additionally, there is a surface lot adjacent on the garage that can be used for Kiss & Ride. Both of these options exist today and are improved upon in the Project because it proposes an updated signalized intersection that reconfigures Metro Access Road such that traffic can approach the Kiss & Ride garage from the east into a new entry lane, which is not accessible today. The entry and exit points for the repaved HOV surface lot have been streamlined to one location to reduce traffic congestion and improve customer safety (see Figure 7). To deter pick-up/drop-off activity along the road, the design reduces the existing eight-foot wide median to less than one foot and installs a fence along the median.

Figure 7. New and Improved Access to/from Kiss & Ride Lots



5.3.2 Support for the Pick-Up/Drop-Off Area Removal

Three comments expressed support of the removal of the existing pick-up/drop-off area and expressed concerns that the current facility configuration is unsafe because people exit and enter vehicles from both sides of the vehicles, not just the curb side and because picking up and dropping off increases roadway congestion.

Representative Comment

- *Please do away with any passenger drop off and pick up on frontier drive in front of the station. This causes massive back up, cars stop in both lanes, pedestrians exiting each side of vehicles*
- *The outside line should be eliminated as it causes traffic to backup and people seem to misuse it anyway, I see people (mostly ride-shares) waiting for a long time in that line when it really should just be for quick drop-offs or only pickup if the person is actually there.*
- *The two most important improvements for the Metro property, in my view, are eliminating the drop-off/pick-up lane adjacent to the bus lane and adding direct access to the parking garage from the loop ramp that comes from the Franconia–Springfield Parkway. The pick-up/drop-off lane needs to be removed because it's a source of congestion. It backs up and causes people to stop in the thru lanes, preventing other people from getting through.*

5.3.3 Questions about Pick-Up/Drop-Up

A number of people (23 comments) didn't express support or opposition to the removal of the existing pick-up/drop-off area, but wondered how and where pick-up and drop-off would occur. They recognized that many people are picked-up/dropped-off at the station, felt that a way to pick-up and drop-off passengers needs to be provided, and wanted to better understand how that would occur.

Representative Comments

- *There needs to be a drop off and pick up area. It is fine if the area is moved to a location other than right outside the station front, but a Kiss and Ride area is needed.*
- *if you remove the pick-up/drop-off area.....where will those activities take place? A large majority of this station's population uses that area.*
- *Hello. I appreciate the majority of the plan. My only question/comment. Is where will there be drop-off? I often have someone dropping off/picking up in that lane. with the proposed elimination of the dropoff zone will they now need to go into the garage just to dropoff someone?*

Metro Response: Pick-up and drop-off opportunities will continue to be available in the east garage and in the surface Kiss & Ride lot, which will both have improved access resulting from the Project. The removal of the existing drop-off/pick-up area is necessary to improve traffic flow around the station and enhance operations of the parking garage.

5.4 Bicycle and Pedestrian Access and Safety

There were 20 comments associated with bicycle and pedestrian access and safety. People wanted to be sure that non-motorized access to the station remained safe, expressed the desire to see additional accommodations for pedestrians and cyclists, recommended that roadway designs be designed to support lower vehicle speeds so safer for pedestrians and cyclists, and discussed non-motorized access to the station from surrounding activity areas. There were a few comments regarding the deteriorating state of the path connecting Frontier Drive and Metropolitan Center Drive north of the Metro Transit Police Station.

Representative Comments

- *This plan looks good as long as the walking route is preserved along Barry Road.*
- *Who (VDOT? WMATA? FCDOT?) is responsible for the path adjacent to Franconia Springfield Parkway and the Metro Police facility that connects Frontier Drive and Metropolitan Center Drive? This is a crucial connection to the Metro and the path is in such poor condition.*
- *Improved bicycle access is appreciated. The project should include repair and maintenance of the existing bike path running west from Metro to Loisdale just south of the Parkway.*
- *There are slip lanes in several places in the design. Slip lanes are exceedingly dangerous for people walking and biking, and they encourage drivers to move fast and not yield with minimal gain in their drive time. Slip lanes should not be used in a dense transportation area where people will be walking and biking to/from the station.*

Metro Response: The path connecting Frontier Drive and Metropolitan Center Drive is not maintained by Metro and will not be maintained by Metro in the proposed condition. These comments have been shared with VDOT and Fairfax County for their consideration. Given there are concerns with pedestrian safety, VDOT has provided a clarification to the *slip lane* reference: "At Ramp 3 onto Frontier Drive, this movement will be signal controlled. This means that if a walk signal is activated, Ramp 3 traffic will have to stop at a red light prior to making the right turn. The other location is from the garage exit onto the Franconia-Springfield Parkway ramp. A clear line of sight will be maintained to the pedestrian crosswalk as well as signing and striping as mitigation for additional visibility."

5.5 Concerns about Environmental Impacts

Seven comments expressed concerns or had questions about the Project's environmental impacts. Issues included loss of tree canopy, stream impacts, and stormwater management. One comment was related to the cumulative impact of projects in the area, specifically the Atlantic Gateway railroad expansion project.

Representative Comments

- *What is the estimated loss of acres of tree canopy? What mitigation is planned for the loss of canopy and carbon capture services?*
- *Environmental impacts are cumulative for all projects in the area. Are impacts of other projects considered, especially the Atlantic Gateway railroad expansion?*
- *It appears the stormwater control ponds will come at the expense of tree canopy. Can't we preserve trees by putting stormwater control chambers beneath pavement?*
- *Does VDOT stormwater pond design take into account increased precipitation expected as a result of climate change?*

Metro Response: These comments are outside of Metro's scope in this Compact public hearing. Metro will share these comments with VDOT and Fairfax County for consideration. The public can further comment on environmental implications of the Project as VDOT and Fairfax County usher this Project through the State and County's environmental review and entitlements processes. If the Project receives federal funding, it will also trigger the National Environmental Protection Act (NEPA) that requires further community consultation.

5.6 Comment Associated with Aspects of the Project's Design

In addition to providing comments associated with specific issues, 21 people provide comments on how the Project was designed and called for a more efficient and less "bloated" roadway design.

Representative Comments

- *Frontier drive next to and north of the metro station should be put on a road diet. The current design, especially for the large intersection at the entrance of the bus loop, seems very bloated and overengineered. A much simpler and more pedestrian friendly design would probably suffice, especially since this is slated to be an area of transit oriented development. I highly recommend Reducing the footprint for this project*
- *Improved road connections are important, and this connection will not only serve the station but also improve access to Springfield Mall and the Franoonia-Springfield Parkway. Given the traffic issues in this area, perhaps there are more efficient designs. The braided ramp will be a substantial cost for minimal benefit. Removing the access loop would add delay for people going to the station from the east at the benefit of those leaving to the west. Money would be better spent improving the interchange at Frontier Drive to turn it into a more efficient design that doesn't require a double-split phase condition.*

Metro Response: These comments are outside of Metro's scope in this Compact public hearing. Metro will share these comments with VDOT and Fairfax County for consideration. The public can further comment on the design of the Project as VDOT and Fairfax County usher this Project through the State and County's review and entitlements processes.

5.7 Other Suggestions for Metro Improvements

Twelve comments were not about the Project, but rather on other issues Metro should address. These included expanding service to new locations, running trains more regularly, Metro's funding mechanisms, and failure of Metro's safety programs and initiatives.

Representative Comments

- *I would like for metro to come to Woodbridge.*
- *The main thing Metro could do to improve accessibility would be to run more trains. Focus on getting trains to run much more regularly before you do anything related to road improvements.*
- *Turn the little building that housed the Greyhound office into a 7-11 or other concessions store. Sell water, coffee, snacks etc.*

Metro Response: These comments are outside the scope of this Compact public hearing, but will be shared with other Metro departments for consideration.

5.8 Comments Associated with Non-Metro Aspects of the Project

Thirty-five comments were solely focused on issues related to the larger project and did not mention the Metro specific elements, often related to noise walls, local neighborhood access, and increased through traffic.

Representative Comments

- *I am very concerned with proposals to add more traffic signals, which are associated with unnecessary air and noise pollution, more serious, high-speed accidents, and lower capacity. This is well known among progressive traffic engineers. Please take this into consideration as you design these roadways.*
- *The proposed changes look like they will increase congestion rather than decreasing it. There is already a connection to Loisdale Road via Spring Mall and adding a second connection appears to benefit TSA/GSA more than those traveling on Metro.*
- *Will Loisdale Road be widened to accommodate higher traffic volume using the intersection with Frontier Drive? Will Loisdale Estates homes that face Loisdale Road face acquisition and demolition to accommodate a widening of Loisdale Road?*
- *Will any of the homes on Melia St lose any property footage. if no, how close will these roads come to the property line of these homes on Melia St*
- *How high will the new sound walls be? What are the walls materials? Is there a slide that shows the sound wall locations?*

Metro Response: These comments are outside of Metro's scope in this Compact public hearing, but will be shared with VDOT and Fairfax County for consideration. The public can further comment the Project as VDOT and Fairfax County usher this Project through the State and County's review and entitlements processes.

6.0 Responses to Comments Received on the Draft Public Hearing Staff Report

[This Section will be filled in after the Draft Public Hearing Staff Report is circulated for public review and comment.]

7.0 Other Information for the Public Record

No other information has been provided.

8.0 Staff Recommendation

Staff recommends approval of the proposed changes to the Franconia-Springfield Metro Station needed to accommodate the Frontier Drive Extension and Braided Ramps Project. Staff finds that there should be no changes to the proposed transit facility changes because of the Compact Public Hearing and staff report analysis.

The changes include the following modifications to Metro facilities:

- Add two new signalized intersections, one at Metro Access Road and Frontier Drive and one reconfigured intersection to improve traffic flow and operations
- Reconfigure sections of the Franconia-Springfield Station circulatory road and access to parking garage entrances (all existing access points would be maintained)
- Add three new bus bays at Franconia-Springfield Station
- Add new bus layover facility
- Eliminate the pick-up/drop-off area at Franconia-Springfield Station

Staff recommends that the Metro Board approve this Compact Public Hearing Staff Report and accept an amendment to the Mass Transit Plan to implement these facility changes at Franconia-Springfield Station.

APPENDIX A: NOTICE OF PUBLIC HEARING



Proposed Changes to Transit Facilities at Franconia-Springfield Metrorail Station, Springfield, Virginia Docket R22-01

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority and Virginia Department of Transportation on proposed changes to the transit facilities at the Franconia-Springfield Metrorail Station in Springfield, Virginia as follows:

Hearing No. 642

Tuesday July 12, 2022 at 7 p.m.

This hearing will be conducted virtually and can be viewed online at:

<https://www.virginiadot.org/frontierdrive>

To participate via telephone: (877) 568-4108, passcode: 998-539-348

Please note that this date is subject to cancellation. In the event of a cancellation, Metro will post information about the rescheduled hearing on wmata.com.

Sign language interpretation will be provided. Any individual who requires special assistance or additional accommodation to participate in this public hearing, or who requires these materials in an alternate format, should contact the Board Corporate Secretary at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information please visit

wmata.com/plansandprojects

and

www.virginiadot.org/FrontierDrive



Northern Virginia
Transportation Authority
the authority for Transportation in Northern Virginia

PURPOSE OF THE PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) and the Virginia Department of Transportation (VDOT) regarding the Frontier Drive Extension and Braided Ramps at the Franconia-Springfield Station in Fairfax County, Virginia, including proposed changes to transit facilities at the station. At the hearing, WMATA and VDOT will receive and consider public comments and suggestions about the proposal. The proposal may change as a result of this hearing.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The Environmental Evaluation and General Plans for the proposed Frontier Drive Extension and Braided Ramps and proposed changes to transit facilities at the Franconia-Springfield station are available online at wmata.com/plansandprojects and <https://www.virginiadot.org/FrontierDrive> and may be inspected during normal business hours at the following locations beginning Monday, June 13, 2022.

WMATA
Office of the Board Corporate Secretary
300 7th Street, SW
Washington, D.C. 20024
202-962-2511 or TTY 202-962-2033
(Please call in advance to coordinate)

VDOT's Northern Virginia Office
4975 Alliance Drive
Fairfax, VA 22030
703-259-1794 or TTY/TDD 711
(Please call in advance to coordinate)

WHAT IS PROPOSED

The Virginia Department of Transportation, in coordination with Fairfax County and WMATA, is proposing a series of transportation improvements adjacent to the Franconia-Springfield Metro station. The improvements include modifying the existing interchange of Frontier Drive (Route 2677) and Franconia-Springfield Parkway (Route 289) and extending Frontier Drive from its southern terminus at the Franconia-Springfield Metro Station ("Metro Station") south to Loisdale Road (Route 789). Specific interest to WMATA customers are the proposed changes to the access and circulation in the vicinity of the Metro Station, including the extension of Frontier Drive to Springfield Center Drive.

The proposed design includes the following modifications to Metro facilities:

- Add two new signalized intersections
- Reconfigure access to the parking garage
- Add three new bus bays at Franconia-Springfield Station for a total of fifteen
- Add new bus layover facility
- Eliminate the pick-up/drop-off area at Franconia-Springfield Station

- Allow through traffic to Springfield Center Drive and Loisdale Road, which provides new access to WMATA station from the General Services Administration (GSA) warehouse

WMATA COMPACT REQUIREMENTS

WMATA's Compact requires that the Board, in amending the Mass Transit Plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes Fairfax County, and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; factors affecting environmental amenities and aesthetics, and financial resources. The Mass Transit Plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating costs thereof. The Mass Transit Plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed," all as more particularly set forth in WMATA's Compact.

The Environmental Evaluation and General Plans for the project are available for public review at the locations identified in the reference materials section above.

HOW TO PARTICIPATE IN THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. Individuals wishing to participate in the hearing should visit <https://www.virginiadot.org/FrontierDrive> to register to attend the virtual hearing. Attendees will have the opportunity to ask questions and provide testimony during the hearing.

For individuals without access to computers or the internet, please call:

(877) 568-4108 and enter passcode **998-539-348** to listen to the hearing. Testimony cannot be accepted via phone at the hearing, but can be provided via voicemail at (202) 962-1901.

Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided. Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING

Testimony about this proposal may also be submitted online via a survey at wmata.com/plansandprojects. The survey will open by 9 a.m. on Saturday, June 11,

2022 and will close at 5 p.m. on Friday, July 29, 2022. The survey will also provide the opportunity to submit freeform comments and to upload documents. This is in addition to your ability to speak during the public hearing.

Written testimony may also be emailed to Franconia@wmata.com and meetingcomments@vdot.virginia.gov. Please reference “Franconia-Springfield” or “Frontier Drive Extension and Braided Ramps” in your submission.

Testimony may also be provided by leaving a voicemail message at (202) 962-1901.

For those without access to computers or internet, testimony may also be mailed to following addresses:

Office of the Board Corporate Secretary
Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, D.C. 20024

Virginia Department of Transportation
Attention: Mr. Zamir Mirza
4975 Alliance Drive
Fairfax, VA 22030

Please reference “Franconia-Springfield” or “Frontier Drive Extension and Braided Ramps” in your submission.

Written testimony, voicemails and exhibits must be received by 5 p.m. on Friday, July 29, 2022 by the Office of the Board Corporate Secretary and VDOT to be included in the public record.

The survey results, comments and documents received by WMATA and VDOT and comments provided at the public hearing will be presented to the WMATA Board of Directors and will be part of the official public hearing record. Please note all statements are releasable to the public upon request, and may be posted on WMATA’s website, without change, including any personal information provided.

APPENDIX B: PUBLIC HEARING PRESENTATION MATERIALS

Frontier Drive Extension and Braided Ramps Fairfax County

VIRTUAL LOCATION & DESIGN PUBLIC HEARING

Tuesday, July 12, 2022, 7 P.M.

VDOT Project No.: 2677-029-204 PE 101

UPC: 106742



Virtual Location and Design Public Hearing in Response to COVID-19

This virtual design public hearing and the VDOT and Metro websites provides the same information as an in-person public information meeting:



**Project
information**



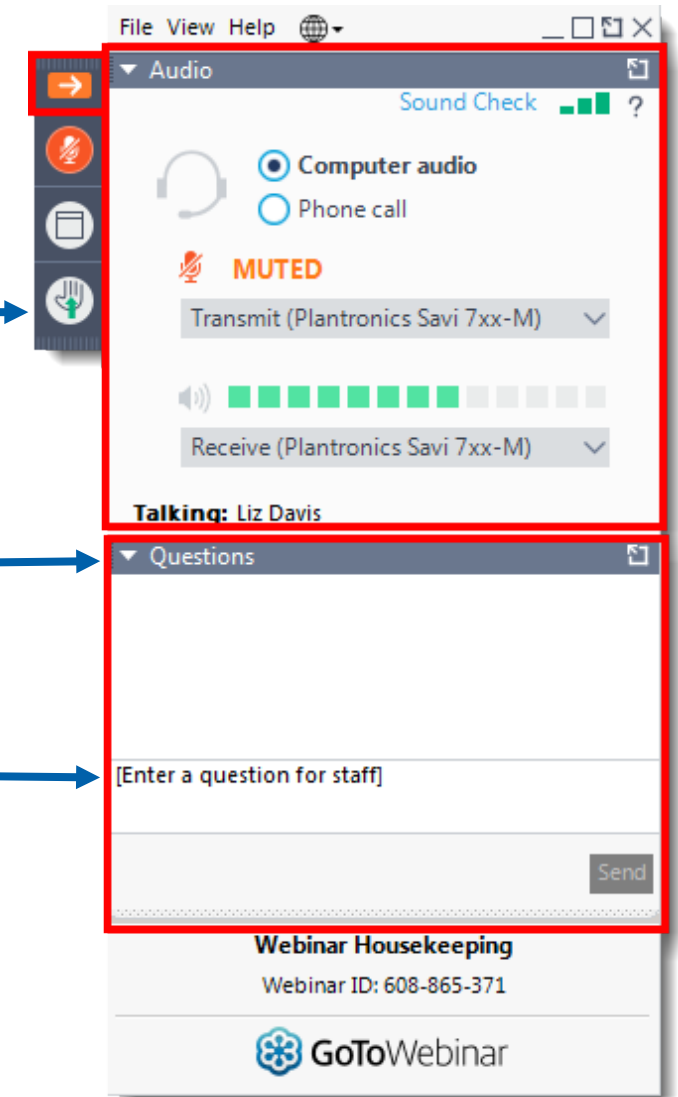
**Process for
submitting
comments**



Key contacts

GoToWebinar Tips

- If you want to ask an **oral question or make a comment**,
 - Raise your hand and unmute yourself.
 - The moderator will state your name when it is your turn to ask a question or make a comment.
- If you want to **write a question or comment**:
 - Expand the Questions Box.
 - Type in *[Enter a question for staff]* to ask a written question or comment.
- All participants are muted.
- If you get disconnected, please attempt to rejoin the meeting.



Desktop View

Project Team

Nick Roper, P.E.
VDOT Northern Virginia
District Project
Development Engineer

**Andrew Beacher,
P.E.** VDOT Preliminary
Engineering Manager

Zamir Mirza
VDOT Project Manager,
Location and Design
Section

Will Steinhilber
FCDOT Project
Coordinator

Paul Smedberg
Chair of the WMATA
Board of Directors

Steven Segerlin,,
WMATA Director of Real
Estate

John Muse, P.E.
VDOT Northern Virginia
District Environmental
Manager

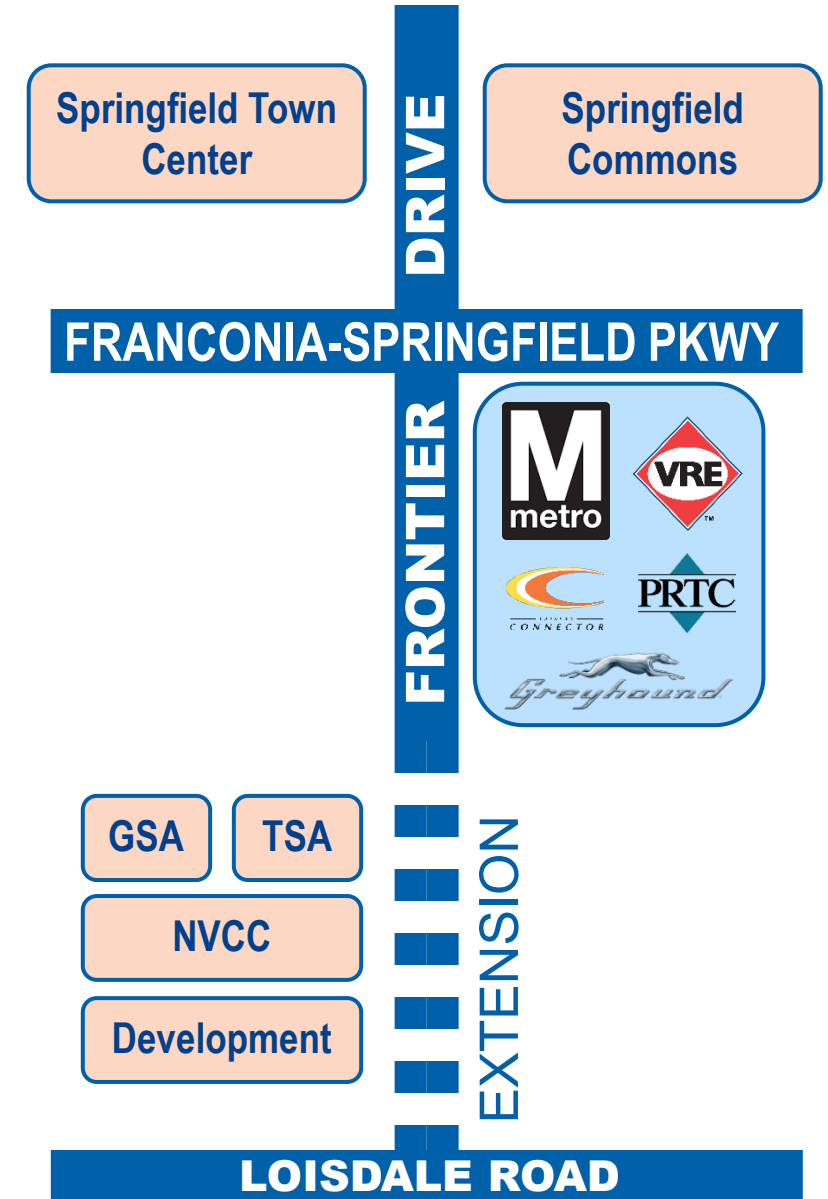
**Bob Kalbach P.E.
(WSP)**
VDOT Consultant
Design Manager

Hearing Agenda

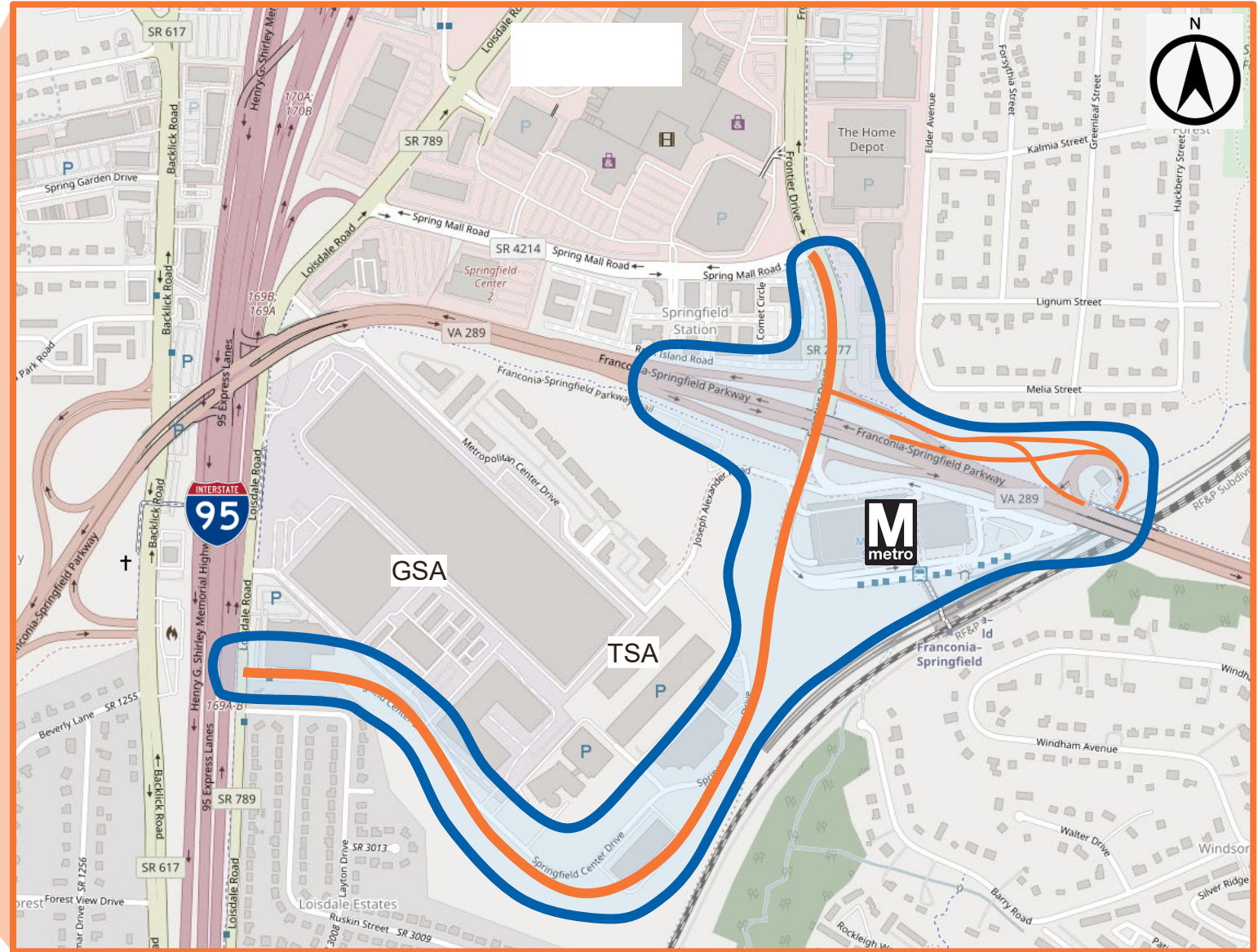
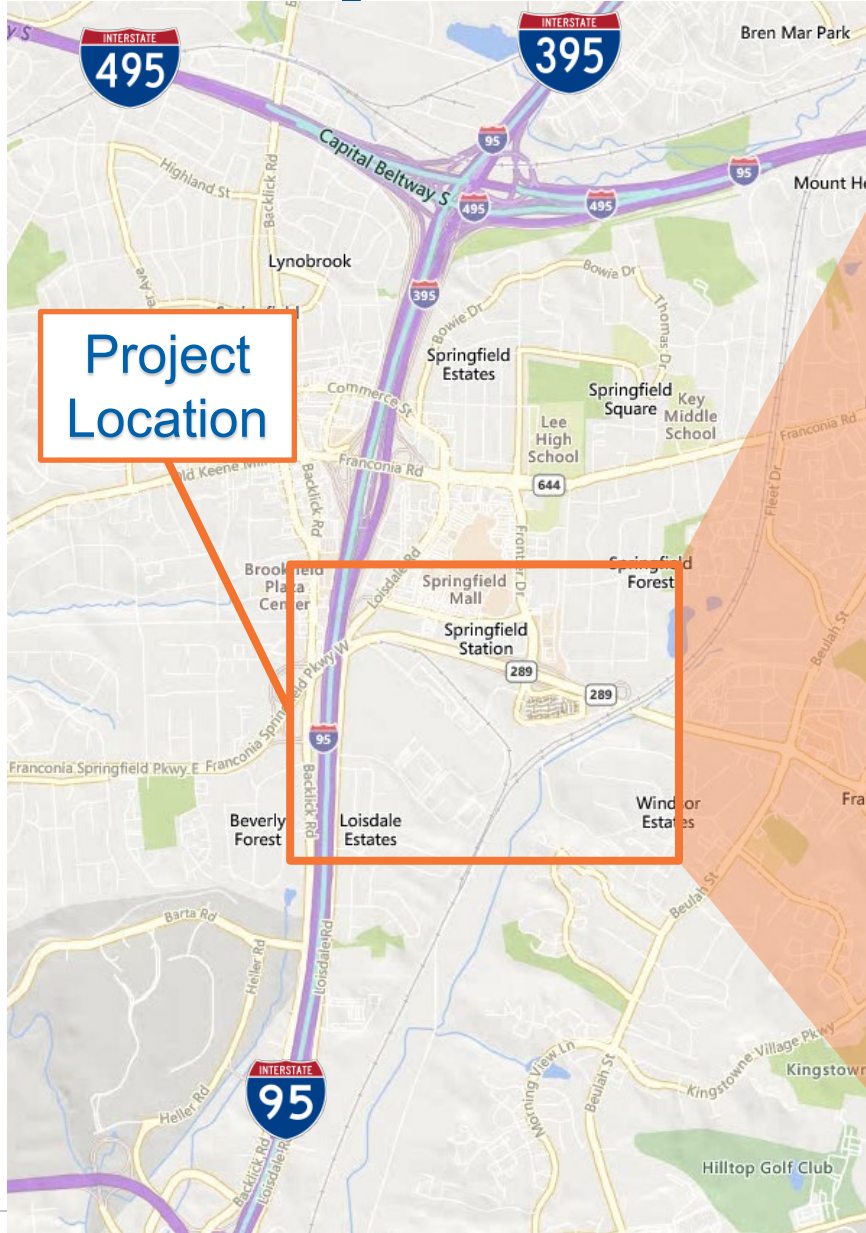


Project Background

- Existing and future traffic demands
- Access modifications along Franconia-Springfield Parkway to provide increased capacity and connectivity
- Fairfax County's Comprehensive Plan
- Public Information Meetings
 - December 17, 2017
 - May 17, 2021

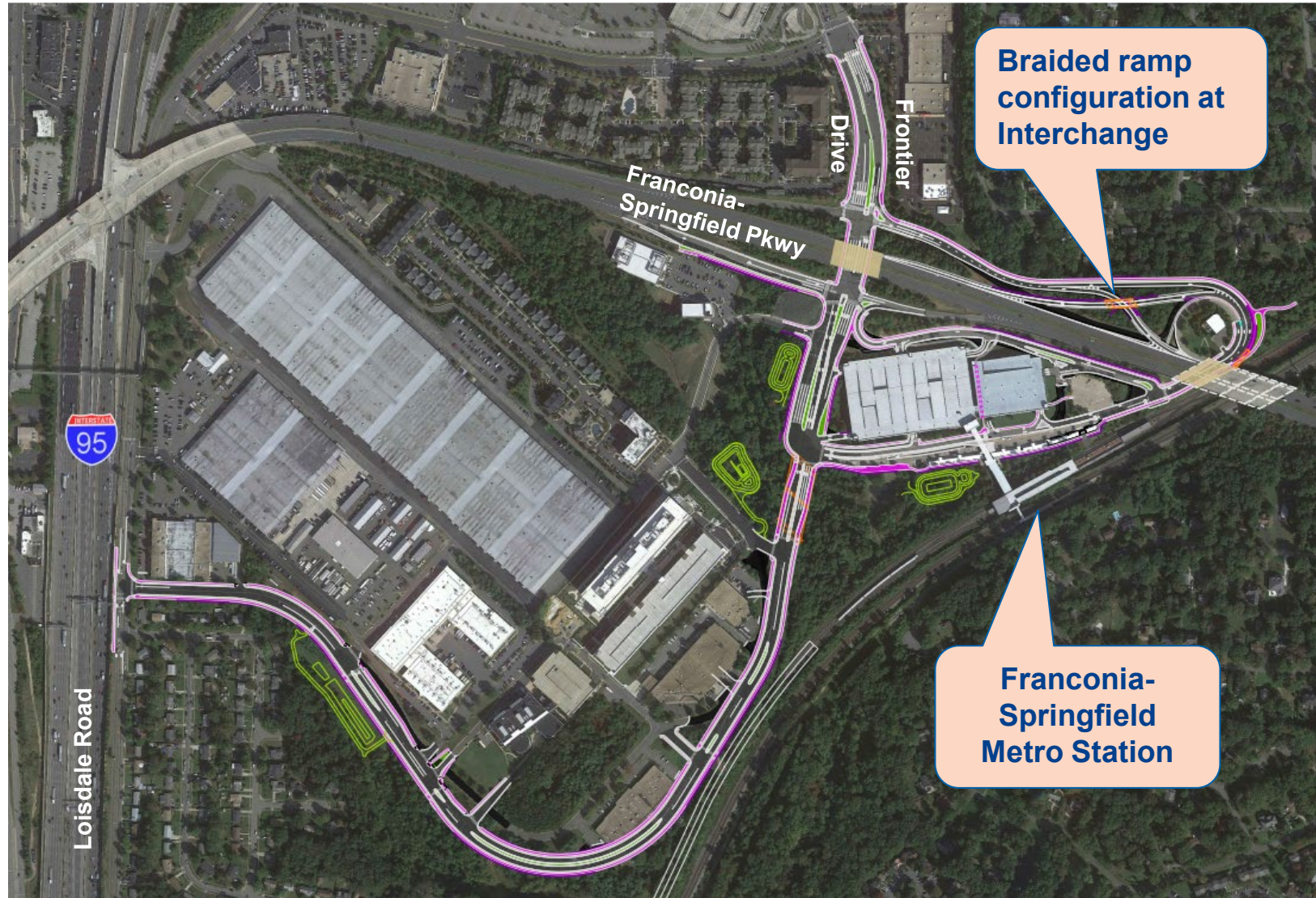


Project Location



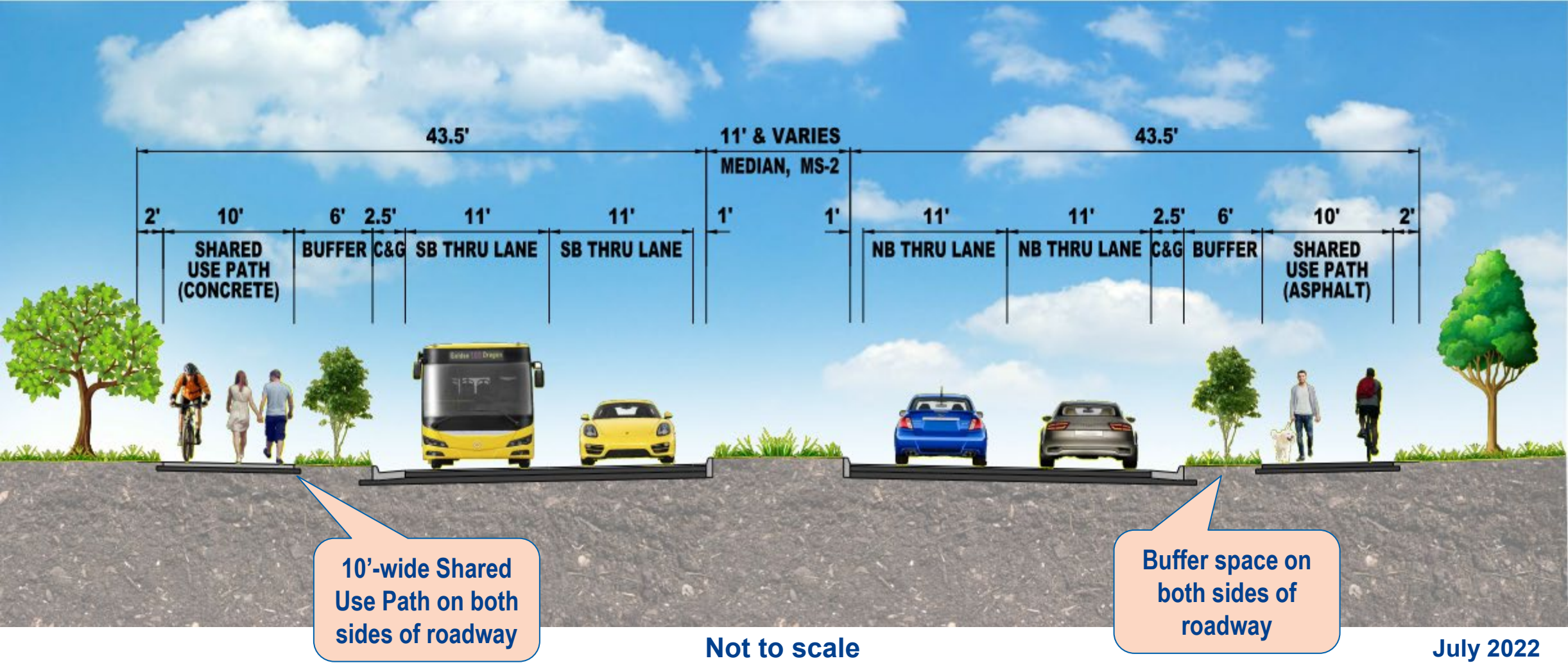
Project Design Features

- A four-lane divided roadway
- Shared use paths
- Braided ramps at the Frontier Drive and Franconia- Springfield Parkway interchange
- Access improvements to the Franconia- Springfield Metro station

















Project Typical Section

Frontier Drive Extension and Braided Ramps Project



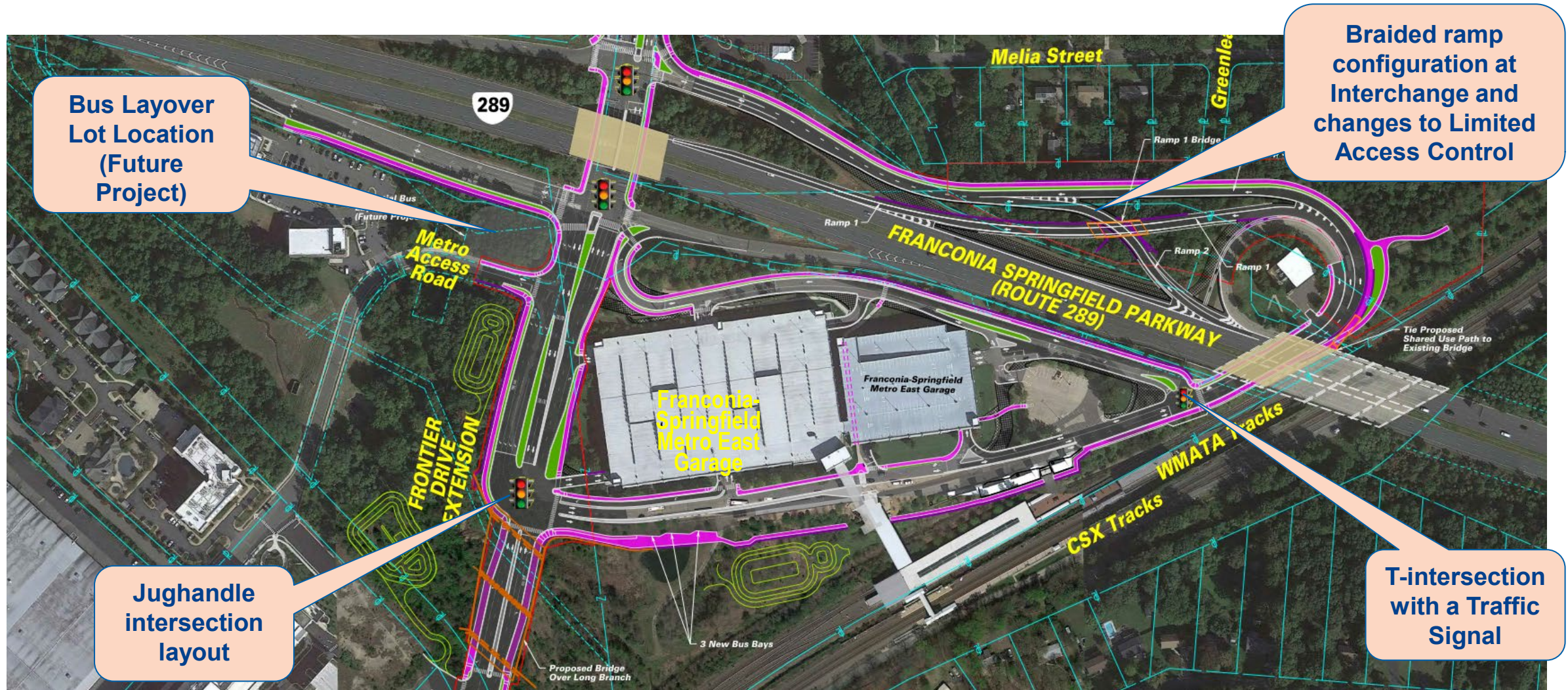
July 2022

Map Legend

	Proposed Road		Existing Right of Way
	Proposed Shared Use Path / Sidewalk		Proposed Right of Way Line
	Stormwater Management Basin		Proposed Drainage
	Proposed Grass Median / Buffer / Green Space		Proposed Temp. Construction Easement
	Additional Pavement to be Demolished		Proposed Retaining Wall
	Existing Bridge Over Roadway		Proposed Limits of Construction - Cut
	Signal		Proposed Limits of Construction - Fill

North Project Area

Frontier Drive Extension and Braided Ramps Project

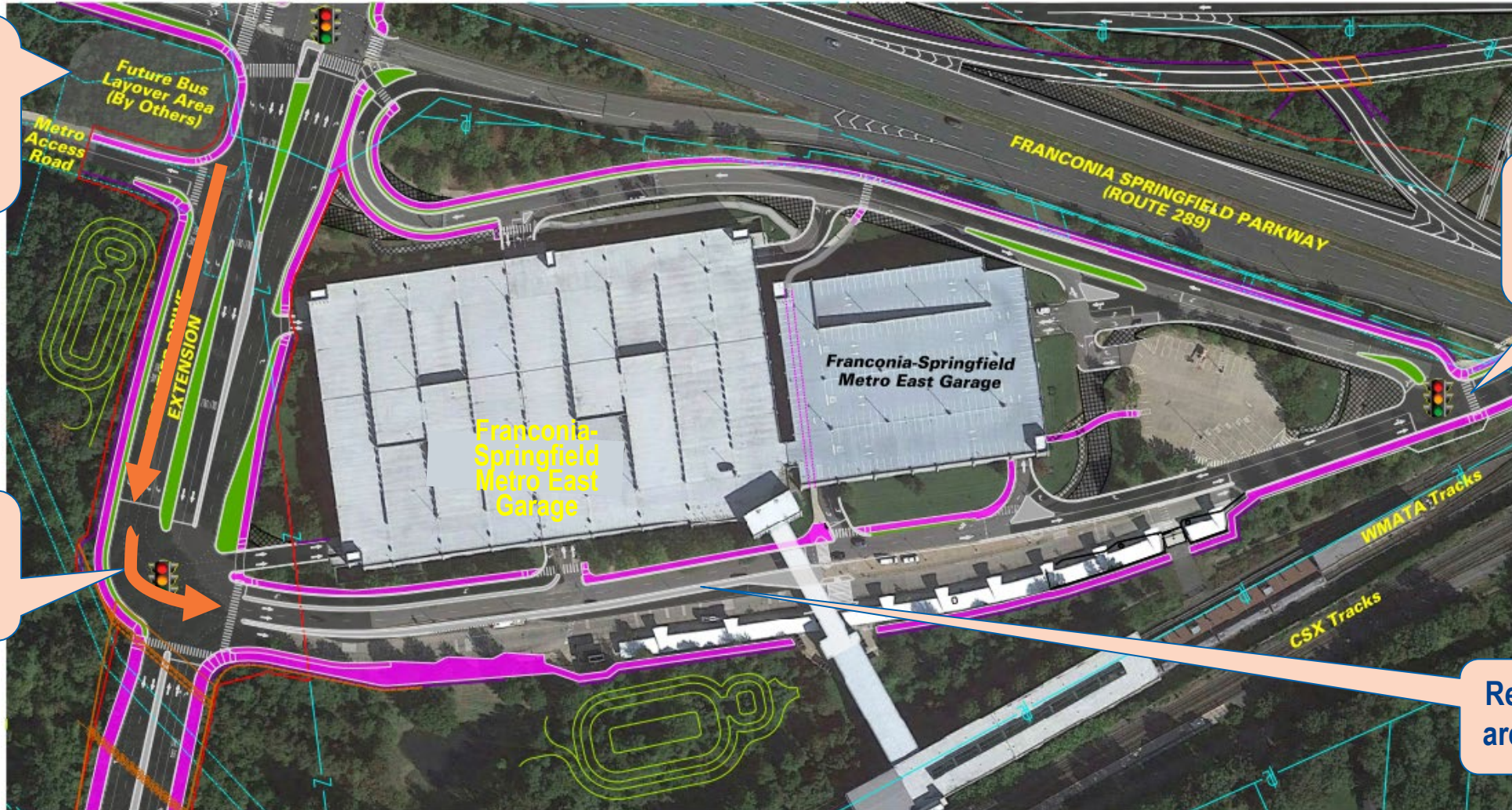


July 2022

Franconia - Springfield Metro Station Area

Frontier Drive Extension and Braided Ramps Project

Bus Layover Lot Location
(Future Project)



T-intersection
with a Traffic
Signal

Jughandle
intersection
layout

Removed drop-off
area along median



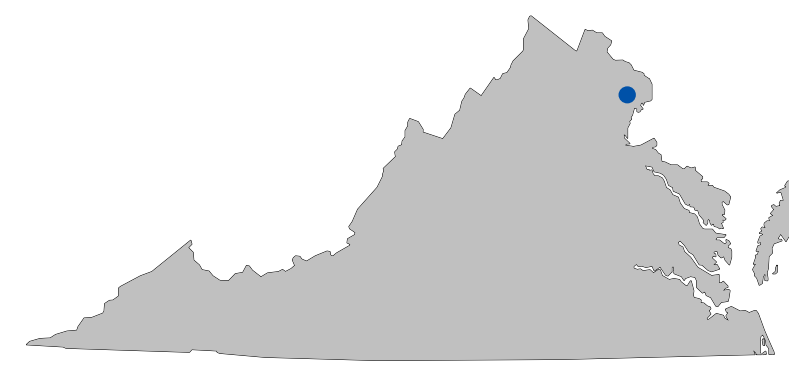
Virginia Department
of Transportation

Overall Project Area

Frontier Drive Extension and Braided Ramps Project

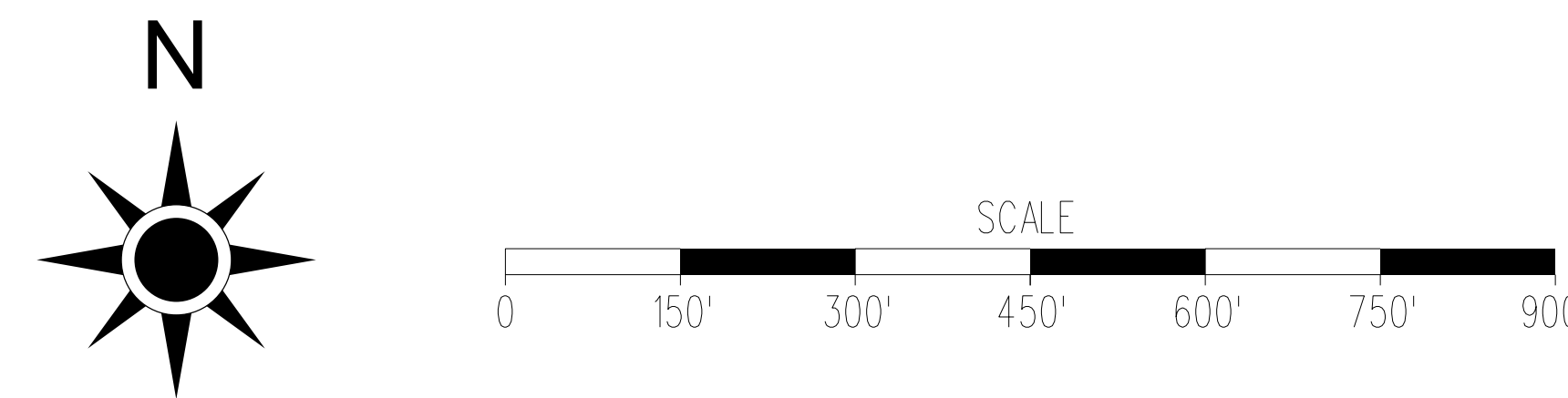


Project Location



Fairfax County

North Arrow & Scale



Legend

	Proposed Road		Existing Right of Way
	Proposed Shared Use Path / Sidewalk		Existing Property Lines
	Stormwater Management Basin		Proposed Right of Way Line
	Proposed Grass Median / Buffer / Green Space		Proposed Temp. Construction Easement
	Additional Pavement to be Demolished		Proposed Permanent Drainage Easement
	Existing Bridge Over Roadway		Proposed Retaining Wall
	Signal		

Contact Information

Zamir Mirza
Senior Project Manager
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, VA 22030

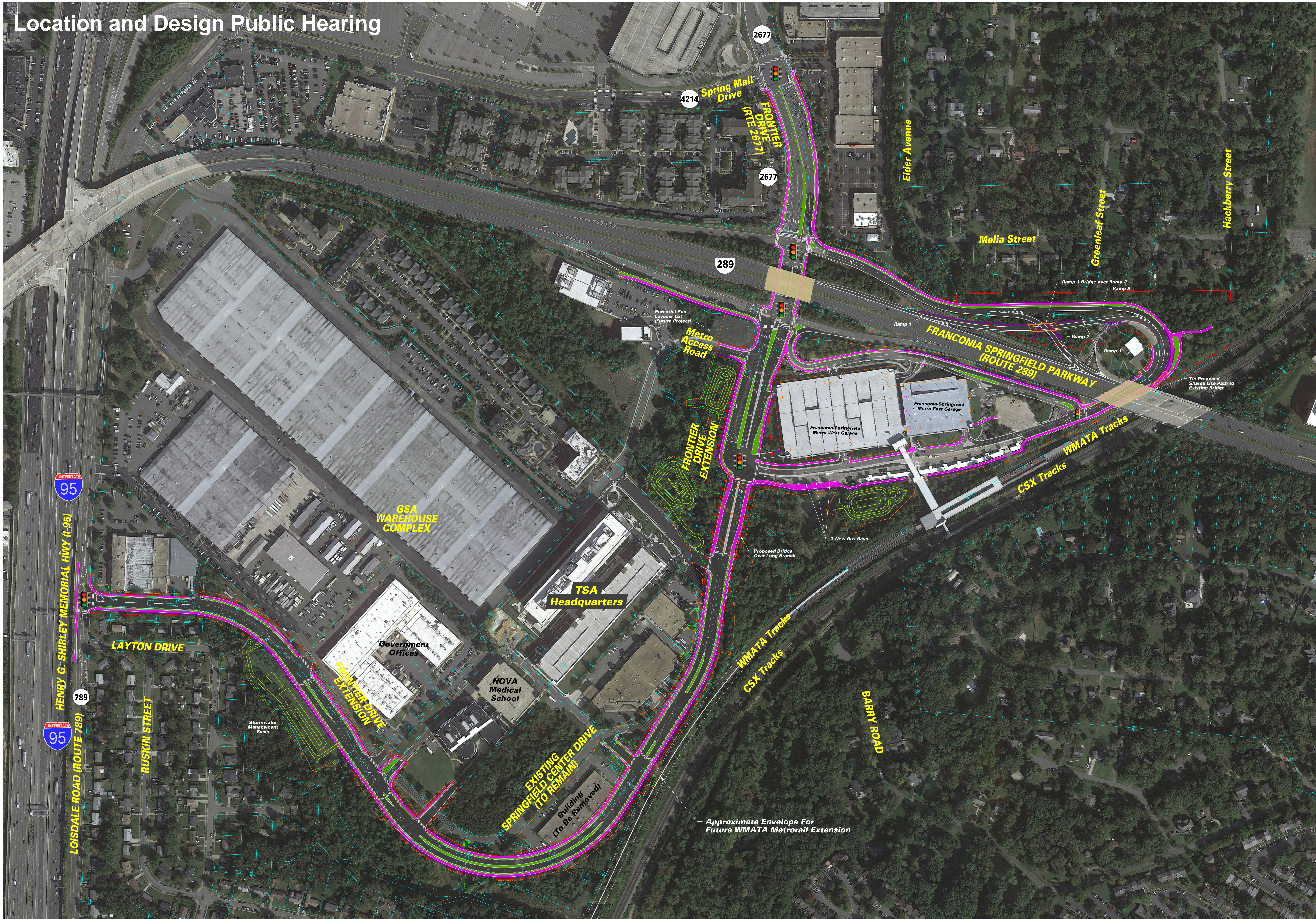
Comments may also be sent to:
zamir.mirza@VDOT.Virginia.gov

Frontier Drive Extension and Braided Ramps Project
Springfield, Virginia

Slate Project Number - 2677-029-204, P101
UPC 106742
Federal Project Number - N/A

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.

Location and Design Public Hearing

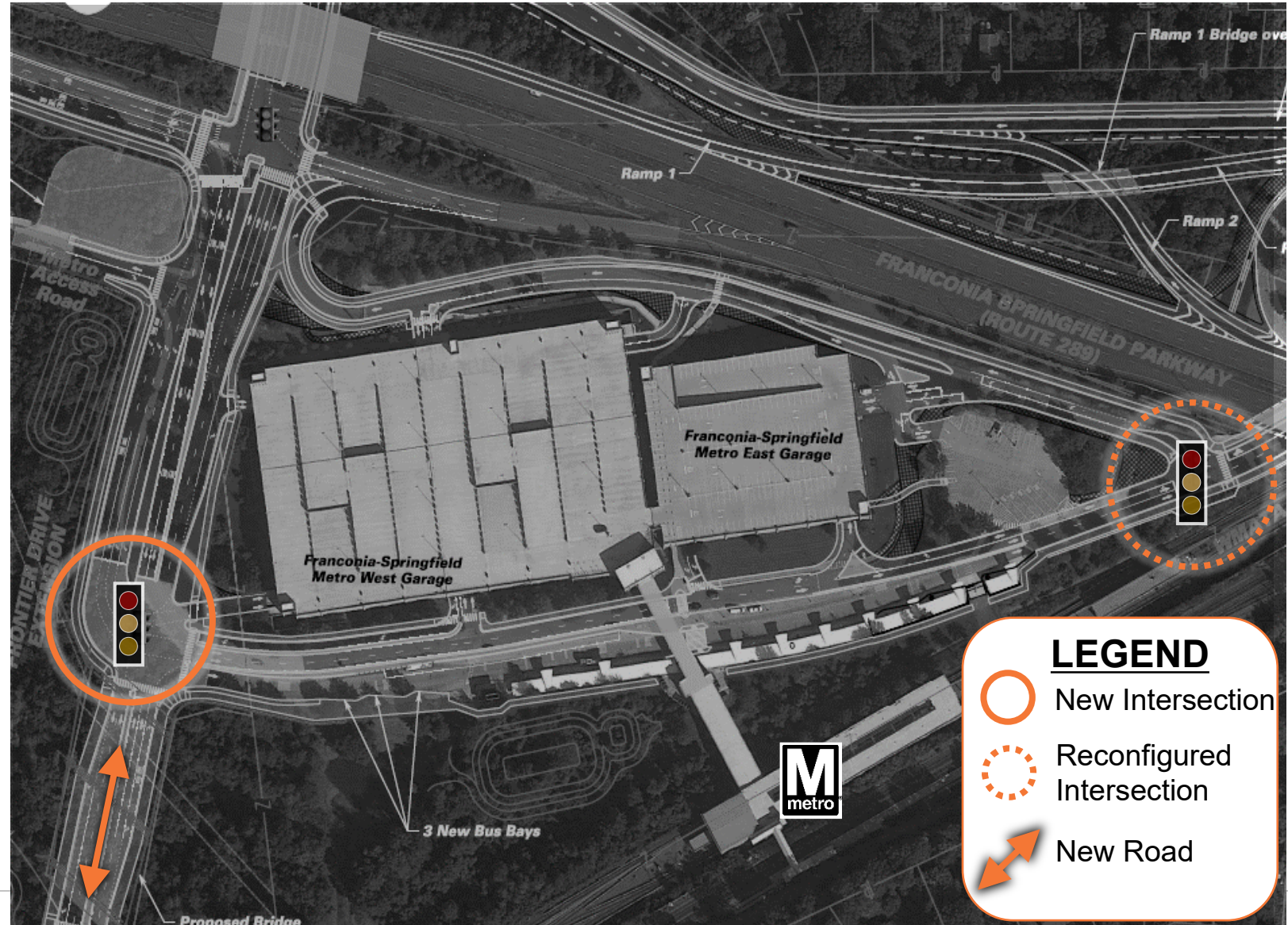


Franconia - Springfield Metro Station Area

Changes to Station Access

Configuration

- New intersection to tie into new road, allowing through-traffic to Springfield Center Drive and Loisdale Road
- Reconfigured intersection to improve traffic flow and operations

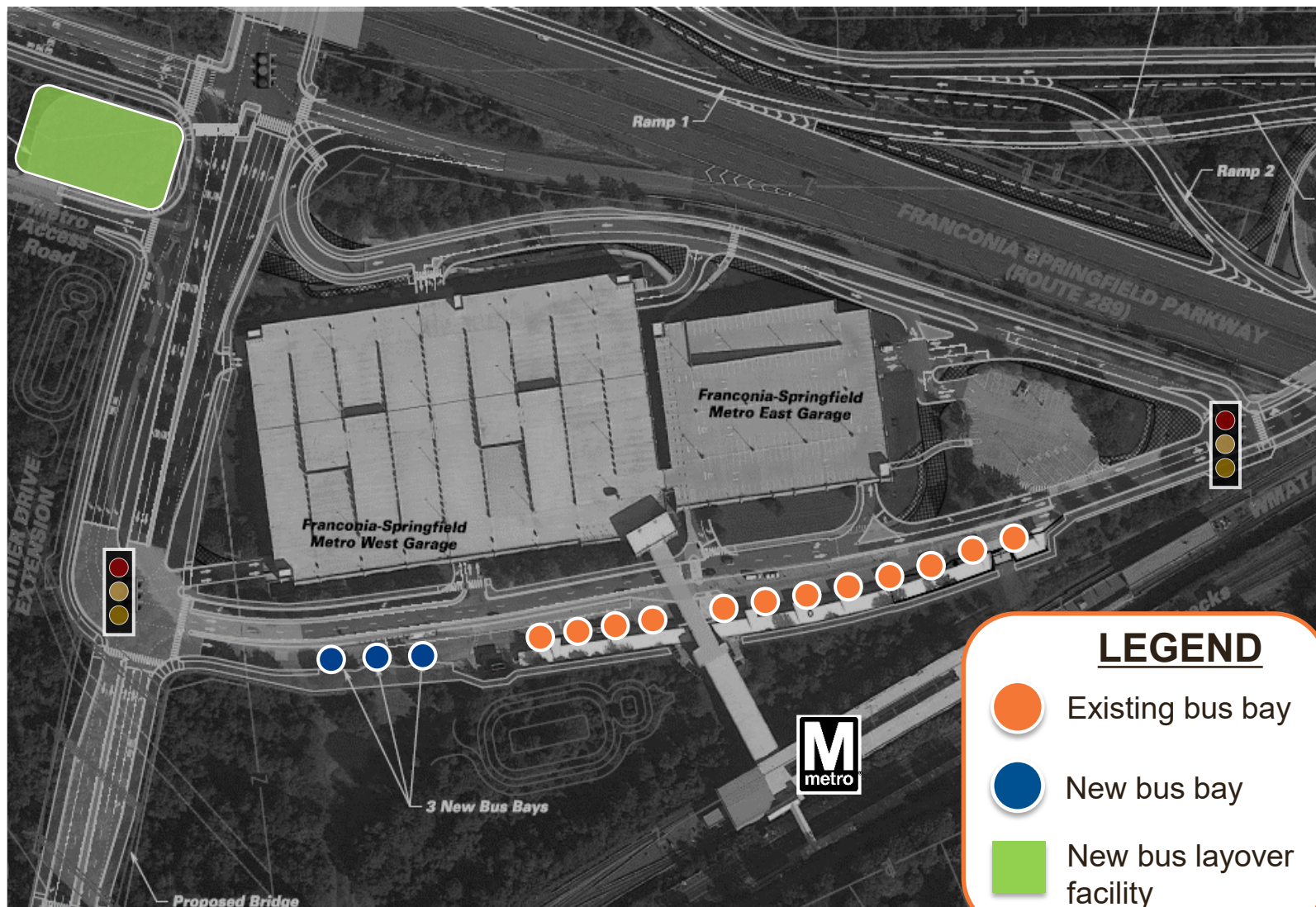


Franconia - Springfield Metro Station Area

Changes to Bus Facilities

Capacity

- Three (3) new bus bays
- New bus layover facility

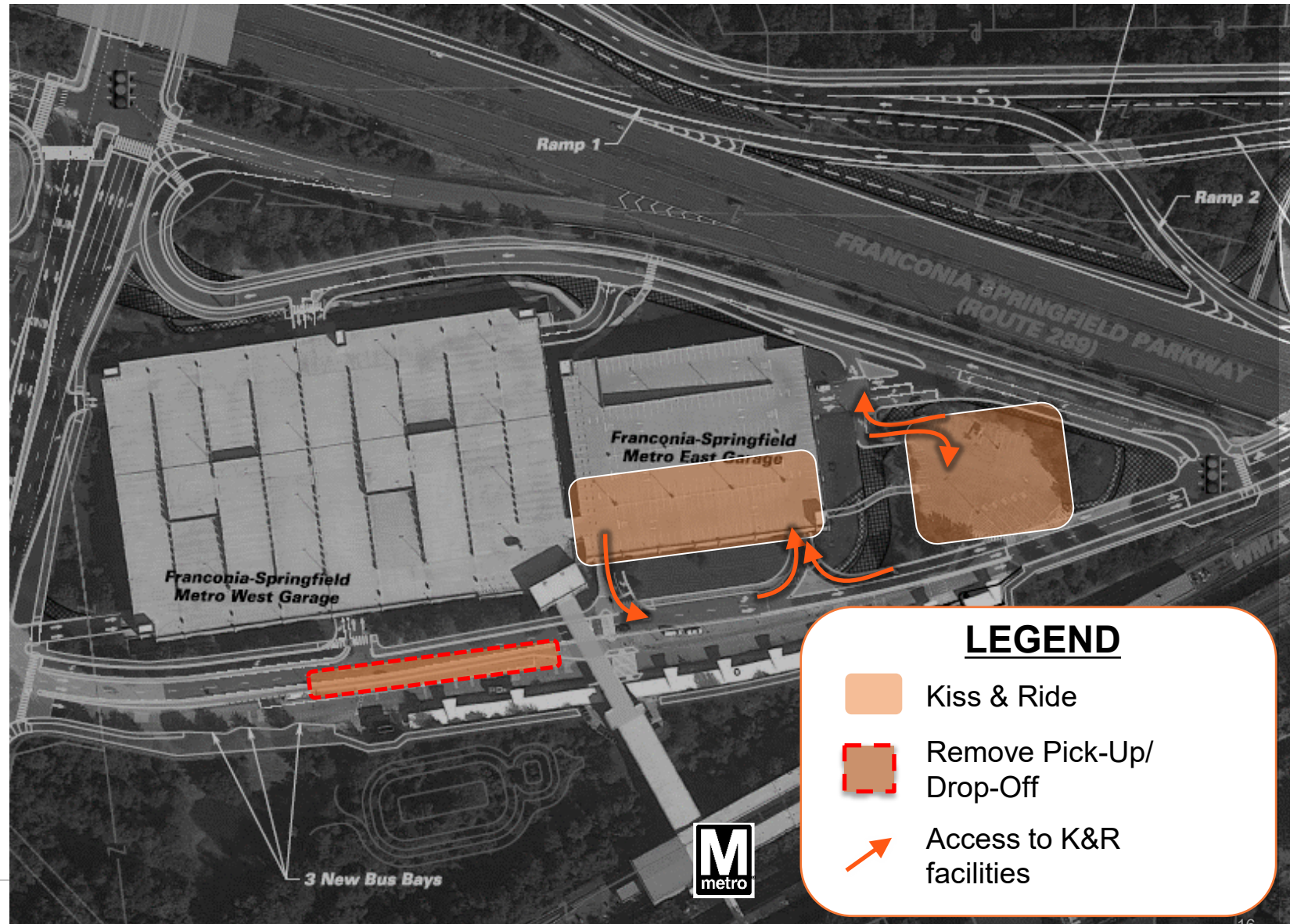


Franconia - Springfield Metro Station Area

Changes to Kiss & Ride Facilities

Capacity

- Removal of existing off-street pick-up/drop-off area
- Access to Kiss & Ride facilities



Franconia - Springfield Metro Station Area

Changes to Park & Ride Facilities

Capacity

- No change to space count

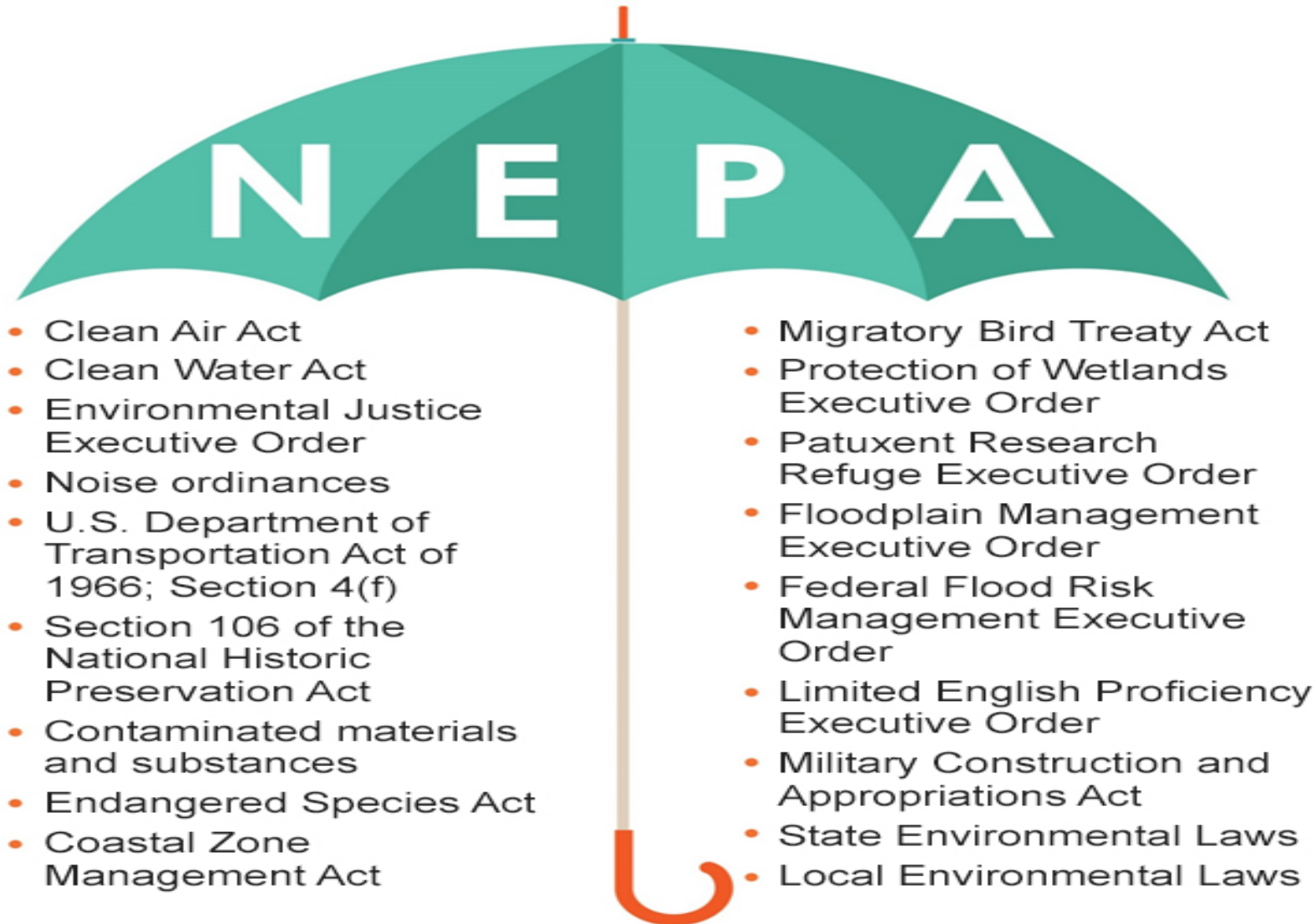
Configuration

- All access points remain
- Two (2) new parking garage entry lanes to entry point #1 and #2



Environmental Assessment

National Environmental Policy Act (NEPA)



NEPA Significance

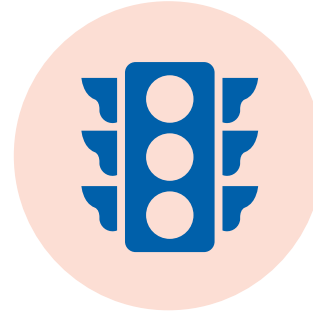
Pursuant to NEPA, the determination of impact significance requires considerations of both context and intensity (40 CFR § 1508.27)

- **Context:** The affect environment in which the proposed action would take place.
- **Intensity:** The severity of a proposed action's impact on the environment.

Purpose and Need Summary



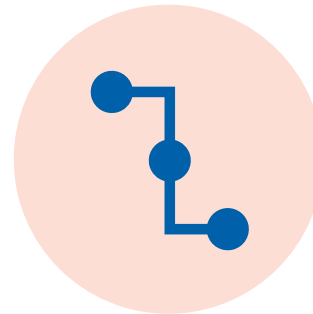
Address Traffic
Congestion



Improve Traffic
Operations and Safety

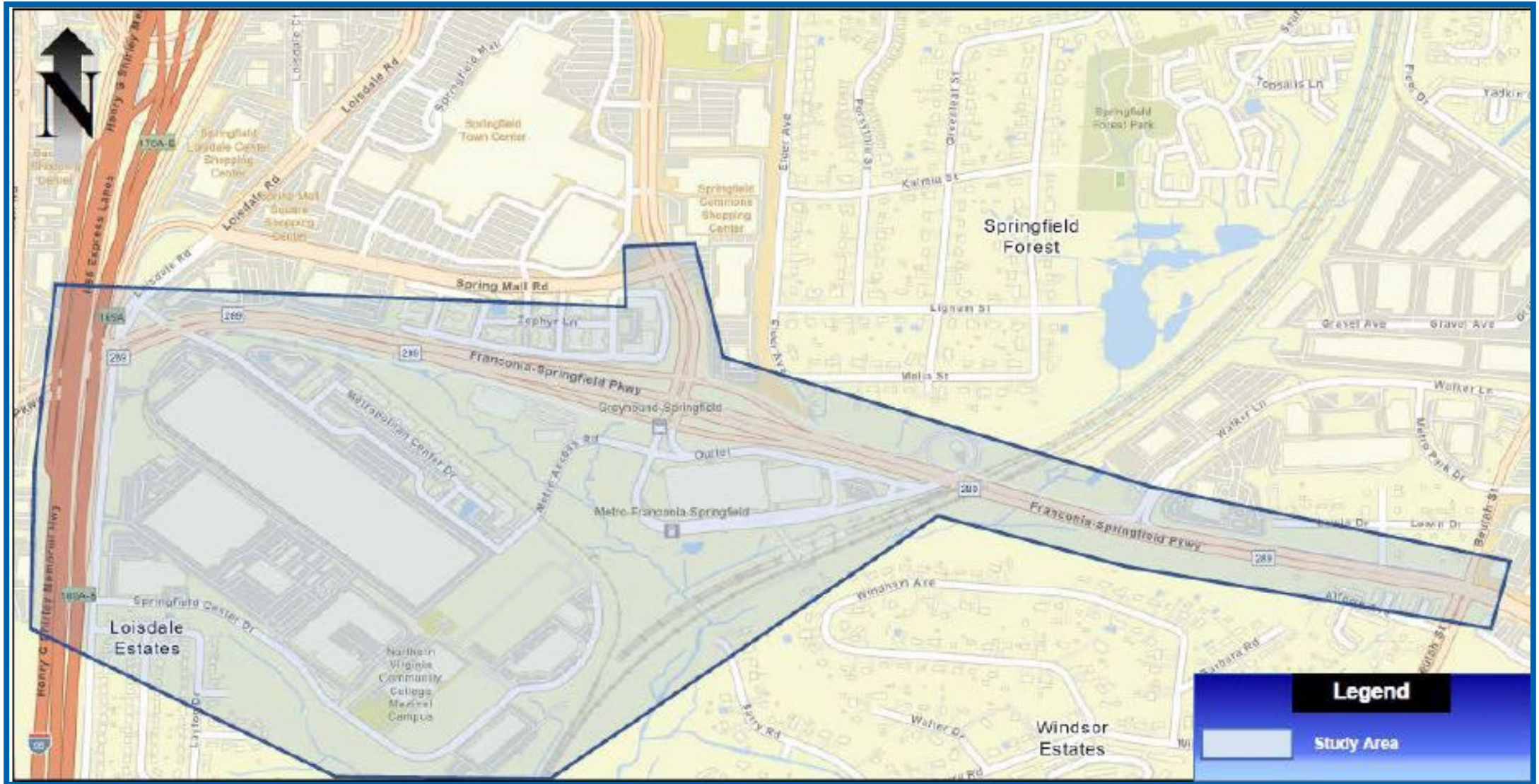


Improve Accessibility to
Local Businesses and
Facilities



Enhance the Overall
Transportation Network
Connectivity in the
Springfield Area

Environmental Study Area



Potential Impacts Summary

RESOURCE	BUILD ALTERNATIVE
Relocations	No adverse effect to minority/low income populations.
Natural Resources	Northern Long Eared Bat (<i>Myotis septentrionalis</i>) that was identified, no impact are anticipated
Cultural Resources	No historic properties affected
Hazardous Materials	Phase II ESA detected no evidence of contamination
Section 4f/6f Impacts	No impacts are anticipated to any Section 4f or 6f properties
Noise Impacts	One feasible and reasonable noise barrier and one replacement wall for the section of an existing noise wall that would need to be removed because of the proposed project roadway improvements
	No significant issues were identified

Environmental Justice

- 5 businesses including a school and a cell tower will be displaced. There is a possibility that they may be minority owned.
 - These potential impacts do not represent an adverse effect to minority/low-income populations as long as VDOT assures proper attention in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act.

Source: American Community Survey (ACS) 2020 five-year data at the Census block group level.

Water Resources

Total anticipated impacts:

- Stream Impacts – 1,610 linear feet
- Wetlands – 0.17 acres
 - Permits would be required for these impacts to Waters of the United States (WOUS)
 - Mitigation measures will be implemented per permit requirements

Hazardous Materials

Environmental Site Assessment (ESA) dated 2017	Environmental Site Assessment (ESA) dated 2021
<p>The Phase 1 ESA recommended a limited Phase II ESA for a former water treatment plant and a vacant office building/warehouse.</p>	<p>The findings of the 2017 Phase I ESA remain unchanged; however, an additional subsurface investigation was recommended for an underground storage tank (UST) on the Franconia-Springfield Metro Station property.</p>
<p>The Phase II ESA found no evidence of contamination.</p>	<p>The Phase II ESA detected no evidence of contamination</p>

Noise Analysis

- **Required** to evaluate noise levels on federally funded projects to comply with Federal Highway Administration (FHWA) regulation under 23 CFR 772
- Where project noise levels are projected to exceed established criteria, VDOT is **required to propose noise mitigation where reasonable and feasible is evaluated**
- The findings of the preliminary noise analysis will be verified during the final design phase

Preliminary Noise Analysis

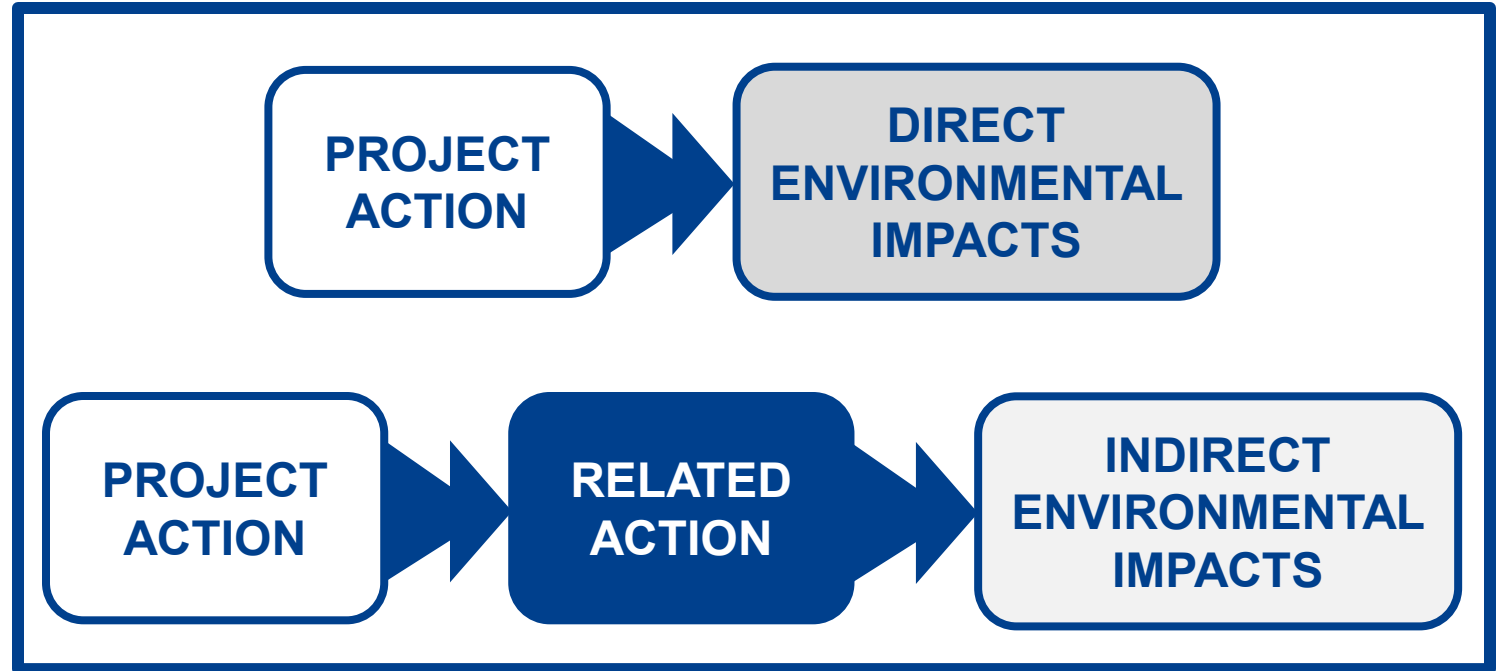
Feasible and Reasonable Noise Barriers

Barrier Location	Length (ft.)	Estimated Cost (\$42/sq. ft.)	Number of Benefited Receptors		
			Impacted	Non Impacted	Total
1	2,383	\$3,002,580	108	100	208
2*	1,125	\$756,000	4	8	12

* Proposed project roadway improvements will physically impact existing noise wall, which would need to be relocated.

Indirect Effects & Cumulative Impacts

- Impacts were identified but they will not be significant
 - Some of these impacts may be reduced through Best Management Practices




Source: Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process, FHWA, 2014.

Environmental Assessment


As part of the NEPA public involvement process, your comments are important, and will help to ensure the community has the opportunity to provide feedback.



This Document is currently available for review and comment through July 29, 2022.



Frontier Drive Extension and Braided Ramps
Fairfax County, Virginia

ENVIRONMENTAL ASSESSMENT
MAY 2022

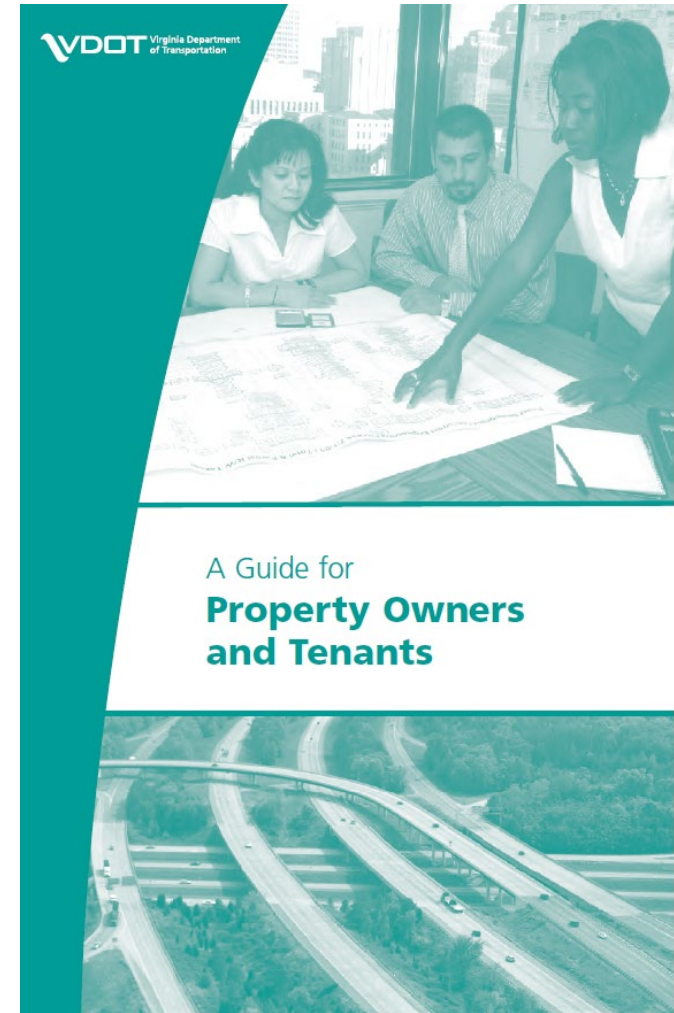




Federal Project #: STP/F-5B01(030)
VDOT Project#: 2677-029-204, P101
UPC#: 106742

Right-of-Way (ROW) Acquisitions

- 22 proposed partial temporary and/or permanent acquisitions
 - WRPV XIII Residences Springfield, LLC
 - Springfield Commons Inc.
 - WMATA
 - Virginia Department of Rail and Public Transportation
 - USA
 - USGBF TSA, LLC
 - Springfield Metro Center II, LLC
 - Springfield Industrial Park Partnership
 - INOVA Health Care Services
 - State Board for Community Colleges
 - Commonwealth of Virginia
 - Sansaba Land and Livestock, LLC
 - Private Owner of 7113 Layton Drive, Springfield
- These impacts are subject to change as final design is developed
- Utility easements are not shown at this time
- Each property acquisition is unique and is discussed on a case-by-case basis after Right of Way Notice to Proceed



https://www.virginiadot.org/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf

Estimated DBB Project Cost and Funding

Estimate*		Programmed/Proposed Funding			
Project Phase	Amount	Programmed	Current Sources	Deficit	Proposed Source(s)
Preliminary Engineering	\$12.6 M	\$5.0 M	Local & NVTa	See total below	See sources below
Right of Way & Utility Relocation	\$42.1 M	\$25.5 M	NVTa & RSTP		
Construction	\$167.0 M	\$0 M	N/A		
Total	\$221.7 M	\$30.5 M		\$191.2 M	SMART SCALE, NVTa 70%, RSTP, Federal Grants, Local, and/or Other

The project is being financed with local, Northern Virginia Transportation Authority (NVTa) regional funds and Regional Surface Transportation Program (RSTP) federal funds. Fairfax County will be seeking additional funding.

**Estimates are subject to change as the project design progresses*

Anticipated Project Schedule

Milestones	Dates
Virtual Location and Design Public Hearing	July 12, 2022
Public Comment Period Ends	July 29, 2022
CTB Approval of Limited Access Control Change	Fall 2022
Location and Design Approval	Winter 2022/2023

Start of right-of-way acquisition, utility relocation, and construction is dependent on funding.

Next Steps



Continue coordination with WMATA, Fairfax County and stakeholders



Design Approval



Issue Public Hearing Staff Report



Final Design

How to Submit Your Comments

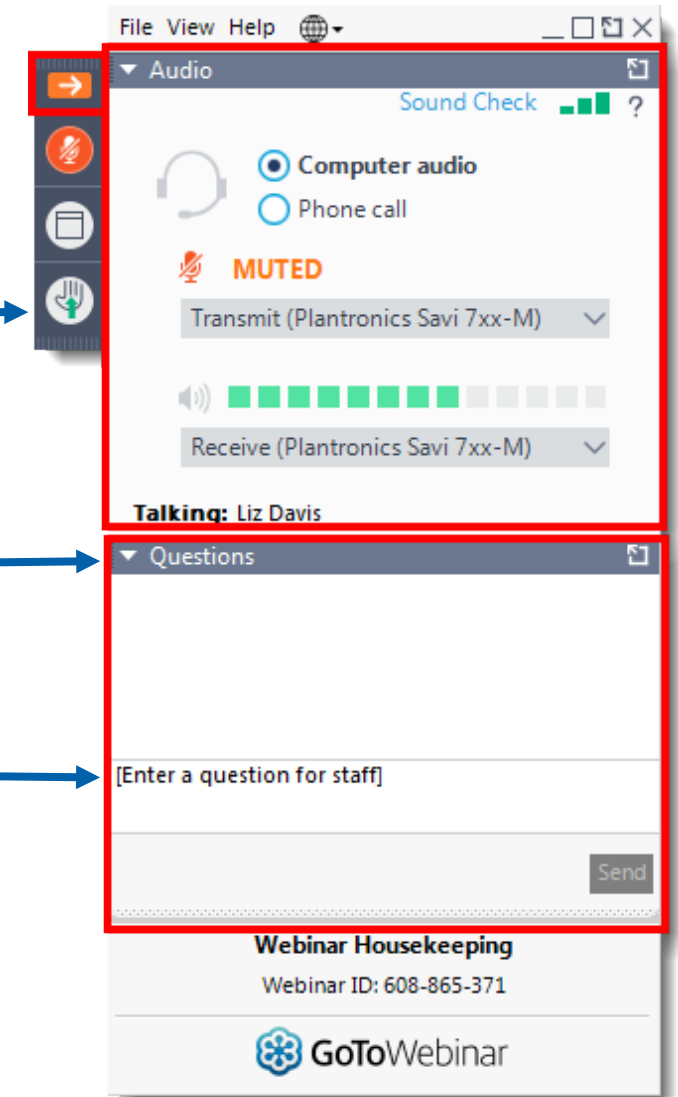


Give feedback on the virtual design public hearing by July 29:

Method	VDOT	WMATA
Email Us	meetingcomments@VDOT.virginia.gov Please reference "Frontier Drive Extension" in the subject line	franconia@wmata.com
Leave a Voicemail	(703) 259-1794	(202) 962-2511
Mail Us	Mr. Zamir Mirza VDOT's Northern Virginia District 4975 Alliance Drive Fairfax, Virginia 22030	WMATA Office of the Secretary 300 7th St, SW Washington, DC 20024
Comment	In the question window during the virtual meeting or online at www.virginiadot.org/FrontierDriveExtension via the comment survey	
In Person by Request (during business hours)	VDOT's Northern Virginia District 4975 Alliance Drive Fairfax, Virginia 22030 Please call ahead (703) 259-1794 or TTY TDD 711 to make an appointment	WMATA, Office of the Secretary 300 7th St, SW Washington, DC 20024 Please call ahead (202) 962-2551 or TTY (202) 962-2033 to make an appointment

GoToWebinar Tips

- If you want to ask an **oral question or make a comment**,
 - Raise your hand and unmute yourself.
 - The moderator will state your name when it is your turn to ask a question or make a comment.
- If you want to **write a question or comment**:
 - Expand the Questions Box.
 - Type in *[Enter a question for staff]* to ask a written question or comment.
- All participants are muted.
- If you get disconnected, please attempt to rejoin the meeting.



Desktop View



THANK YOU!

Comments or Questions?

More information available online at:
virginiadot.org/FrontierDriveExtension

APPENDIX C: PUBLIC HEARING SCRIPT

Frontier Drive Extension and Braided Ramps Fairfax County Virtual Location & Design Public Hearing - Script July 12, 2022

Slide 1: Title Slide
(Start Video/Unmute)

Nick (Back-up: Andy)

- Good evening and welcome to the Frontier Drive Extension and Braided Ramps virtual location and design public hearing hosted jointly by the Virginia Department of Transportation, referred to as VDOT, and Washington Metropolitan Area Transit Authority, referred to as WMATA or Metro.
- Tonight's public hearing represents VDOT's commitment to the major design features that are part of the project, along with the proposed changes to transit facilities at Metro's Franconia-Springfield Station.
- My name is Nick Roper and I am the Northern Virginia District Project Development Engineer with VDOT. We're glad that you could join us for this hearing tonight, and we look forward to receiving your input and feedback.
- I'm joined by Metro Board Chair Paul Smedberg, who is serving as Metro's Hearing Officer for this joint hearing.
- Before we move on, I want to note that we will be recording this location and design public hearing for future reference.
- Now, I would like to take a moment to recognize the Elected Officials joining us this evening: *(Sarah to unmute Elected officials)*
 - Supervisor, Rodney Lusk
 - (VA Delegate Vivian Watts)
 - (VA Delegate Mark Sickles)
 - (VA Senator George Barker)
- Supervisor Lusk (and Delegate Watts, Sickles/Senator Barker), would you like to make any opening remarks? We will unmute you and you will also need to unmute yourself.

--- Pause ---

Thank you, Supervisor Lusk (and....)

- I also want to recognize Mr. Tom Biesiadny, the Director of Fairfax County's Department of Transportation, who has also joined us this evening...

I will now turn the presentation over to Andrew Beacher

Slide 2: COVID Slide**Andy (Back-up: Minwoo)**

(Start Video/Unmute) [Ask to move to next slide if needed]

- Thanks Nick. Tonight we are holding this location and design public hearing virtually as opposed to in-person. Despite not meeting in person, it is our intent to convey, using this virtual platform, along with information from the project website, the same material we would otherwise, including key project information, the process for submitting comments, and key points of contact.

Next slide please...

Slide 3: GoTo Webinar Tips**Andy (Back-up: Minwoo)**

- Tonight is going to be broken into two parts. First, we will have the presentation, and then we will take questions and comments.
- We will be taking both written and verbal questions, as well as comments. In your control panel, you should have a Questions pane that will allow you to submit your written question or comment.
- If you would like to ask a verbal question or make a verbal comment, you can select the “Raise your hand” button. The moderator will call on you when it is your turn. If you are asking a verbal question or making a verbal comment, we will need to unmute you, and then we will ask you to unmute yourself, so panelists and attendees will be able to hear you. Verbal comments are limited to 3 minutes.
- Note, if you are only calling in via telephone you will not be able to ask a verbal question or make a verbal comment; however, we will provide information on how you can submit your questions and/or comments following tonight’s hearing.
- We will also respond to questions that have been submitted to the project team prior to the public hearing tonight.

Next Slide please...

Slide 4: Project Team**Andy (Back-up: Minwoo)**

- Now, I would like to introduce the project team from VDOT, Fairfax County and WMATA, who you will be hearing from this evening:
 - You’ve already been introduced to Nick Roper; I am Andy Beacher, one of VDOT’s Preliminary Engineering Managers;
 - Zamir Mirza is the VDOT Project Manager with the Northern Virginia District’s Location and Design Section;
 - Will Steinhilber is the FCDOT Project Coordinator;

- Steven Segerlin, with the Washington Metropolitan Area Transit Authority, or Metro, is managing this project for Metro;
- John Muse P.E. is the VDOT NOVA District Environmental Manager; and
- Bob Kalbach P.E is the VDOT consultant Design Manager with WSP.

Next slide please...

Slide 5: Hearing Agenda

Andy (Back-up: Minwoo)

Here is our agenda for this evening:

- First, we will provide information on the project background and design features;
- We will review the Metro transit facilities;
- We will step through the Environmental Assessment that was completed as part of the National Environmental Policy Act;
- We will review right-of-way information;
- We will also review the estimated cost and funding, as well as the anticipated project schedule and next steps;
- And finally, we will take questions or comments from the audience.

Next slide please....

Slide 6: Project Background

Andy (Back-up: Minwoo)

- By way of background, what prompted the need for this project is the issue of high existing and future traffic demands in the Springfield area. In order to address these ongoing and anticipated concerns, this project looks to improve access and connectivity, as well as enhance capacity within the project area.
- One of the key elements of this project is the extension of Frontier Drive from its current terminus at the Franconia-Springfield Metro Station, to the north, to Loisdale Road, to the south. The extension is included in Fairfax County's Comprehensive Plan and is intended to support a mixed-use employment, residential and retail Transit-Oriented Development environment.
- Prior to our public hearing tonight, we had an initial Public Information Meeting on December 17, 2017, and a second Public Information Meeting was held on May 17, 2021. There were some changes to the design between those two meetings, and those were presented to the public in May of 2021. As part of the public hearing tonight, we will review the current design features associated with the project. Next slide please....

Slide 7: Location Map

Andy (Back-up: Minwoo)

- This slide shows the project location area in its entirety. This includes the extension to the south to Loisdale Road, the introduction of braided ramps to the north at the interchange with the Franconia-Springfield Parkway, and the circulation area around the Metro station. The proposed improvements will:
 - Enhance traffic operations and traffic safety by providing increased capacity and greater connectivity;
 - Provide improved accessibility to the Franconia-Springfield Metro Station and businesses located along Springfield Center Drive; and
 - Improve pedestrian and bicycle facilities throughout the corridor, while reducing congestion levels on regional roadways

Next, to talk about the specific details of the project, Bob Kalbach, our consultant design manager, will walk everyone through the design – Bob...

Slide 8: Design Features

Bob (Back-up: Zamir)

(Start Video/Unmute) [Ask to move to next slide if needed]

- Thanks, Andy. Throughout this project, there has been a lot of coordination among VDOT, Fairfax County, WMATA, and adjacent property owners, and through that coordination the proposed design for the project has evolved over recent years. Tonight we'll get into the specifics of the proposed design, but first, let's briefly review the design features for this project. This project can be summarized by looking at the three main areas of improvements:
 - The first element is the extension of Frontier Drive from the Franconia-Springfield Parkway Interchange and Metro Station across Long Branch and down to Loisdale Road. Frontier Drive will replace Springfield Center Drive for the portion of the project we call the south project area. Throughout the project, Frontier Drive will be a four-lane divided roadway with shared use paths on both sides.
 - The second element of the project is the modification of the Franconia-Springfield Parkway interchange into a braided ramp configuration to provide operational and safety improvements.
 - Lastly, the project will include access improvements at and around the Franconia-Springfield Metro Station site.

Next slide please.....

Slide 9: Typical Section – 2022

Bob (Back-up: Zamir)

- This slide shows the current typical section. The overall width is 98 feet and it contains two lanes in each direction, a raised median, and bike and pedestrian facilities on both sides.
- The on-road bike lanes shown in the initial public information meeting for this project in 2017 have been removed and Frontier Drive will now include a 10 foot asphalt shared use path on the northbound side, that is the south or east side of the roadway depending on where you are in the project, and a 10 foot concrete “urban shared use path” on the southbound side.
- The on-road bike lanes were removed in the north section due to the complex interaction of vehicles and numerous traffic movements near the interchange and Metro station. For the purpose of consistency, the south section will not include on-road bike lanes either.

Next slide please....

Slide 10: Map Legend

Bob (Back-up: Zamir)

- Before we walk through more of the project details, on this slide you’ll see the legend for the upcoming maps. I won’t run through every element, but just to highlight a few items:
 - The proposed roadway is shown in black with the dashed line down the middle.
 - The proposed shared use path and sidewalk are shown in this bright magenta color.
 - The stormwater management basins, which are ponds designed to control the flow of water and minimize the impacts of runoff from the project on the adjacent streams and natural resources, are outlined in lime green.
 - The proposed grass median, buffers and green space are shown in a darker green.
 - Any pavement to be demolished as part of the project is shown using a cross hatched pattern.
 - The existing bridges over the roadway are shown in the beige color.
 - The traffic signals are designated with the signal symbol shown here.
 - The existing right of way or property lines are shown using the light aqua blue line.
 - The proposed right of way is shown using the red line.
 - The proposed drainage is shown using the blue line.
 - The proposed temporary construction easement is in a dashed dotted orange line.
 - The proposed retaining wall is shown using the purple line.

- The drawings will also show proposed traffic signals, stormwater management basins, bridges, retaining walls and other project elements as you can see in the legend.

Next we'll focus on the improvements in the North Project Area.

Slide 11: North Project Area 2022

Bob (Back-up: Zamir)

- As a result of continued coordination with WMATA and the completion of a Value Engineering Study on the project in 2018, revisions were made to the 2017 concept and are shown in this slide, but this is generally the same information that was shown at the Public Information Meeting last spring.
- A main feature of the north project area is the braided ramp configuration at the interchange. This new configuration provides similar movements to the existing interchange, but separates them to avoid conflicts and weaving, to eliminate potential conflicts between vehicles and bikes or pedestrians, and to provide more efficient operations. Also included is a new connection from the existing trail along the north side of Franconia-Springfield Parkway to the new trails proposed on the outside of the braided ramps, which eliminates the current crossing of the loop ramp.
- As noted when we were viewing the typical section, the on-road bikes lanes were removed due to the complex traffic movements in the area.
- The bus layover configuration that was shown in past meetings has been revised to improve bus operations entering and exiting the lot; however, this is just shown as a shaded area on the plans as this lot has been designated to be part of a future project.
- The intersection at the entrance to the metro station was modified to a "jug handle" configuration, and we'll discuss that more on the next slide.
- In addition, the roundabout planned on the east end in 2017 has been eliminated in favor of a signalized intersection. This change was a result of coordination with WMATA, considering the planned circulation at the station, and future plans for facilities around this area.

Next slide please....

Slide 12: Franconia-Springfield Metro Station - 2022

Bob (Back-up: Zamir)

- This slide provides a zoomed in view of the area around the Metro station, which includes the jug handle intersection configuration, elimination of the roundabout, and changes in circulation around the station.
- As noted on the previous slide, the new entrance to the Metro station site has been reconfigured with a jug handle. For those not familiar with a jug handle, this is a type of intersection configuration that changes the way traffic turns left at an at-grade intersection. Instead of a standard left turn being made from the left lane, left-turning traffic, which in this case is traffic on southbound Frontier Drive that wants to turn into the Metro station, uses a ramp on the right side of the road. This configuration will also

allow the vehicles and buses coming from Franconia-Springfield Parkway that want to enter the Metro station to stay to the right when they turn onto southbound Frontier Drive. This configuration improves operations along Frontier Drive and eliminates the majority of the weaving movements that were present in the previous design.

- Within the Metro site, the drop-off area along the median of the station access road has also been removed, which both mitigates a current point of congestion and also allows the median to be reconfigured to allow for the addition of bus layover spaces along the station entrance side of the median. On the east end of the Metro site, the intersection that was previously proposed as a roundabout has been replaced with a signalized intersection, which minimizes impacts to future expansion of WMATA facilities and simplified pedestrian movements around the intersection.
- Other features within the Metro site include the addition of additional concrete along the back of the existing bus bays to provide extra space for bikes and pedestrians outside of the queueing area for the buses.

Next slide please....

Slide 13: Roll Plot

Bob (Back-up: Zamir)

- Having covered some of the specific changes in the interchange and the Metro site, we'll now just walk through the project from north to south and highlight a few more features of the project.
- First we will take a look at the braided ramps. These braided ramps will improve traffic operations and safety at the interchange by providing the same movements that exist today, but more efficiently and without the weaving that exists today at the ramps to and from the Parkway. The new configuration also includes new and revised bicycle and pedestrian connections that both provide additional connectivity and avoid vehicular conflicts.
- I would also like to mention that as a result of the preliminary noise study that was performed, the area north of the braided ramps qualifies for a sound wall. These results are preliminary, and a final noise study will need to be performed as the project moves into final design.
- Along the north section of Frontier Drive, the proposed changes from the existing configuration are minor, but do include widened pedestrian facilities on both sides of the roadway that coincide with the removal of the existing on-road bike lanes.
- The interchange ramps north of the Parkway, which provide movements to and from the westbound Parkway, the changes are minor and are associated with the new braided ramp configuration.
- At the interchange ramps south of the Parkway, the main change is the widening of the ramp from the eastbound Parkway to Frontier Drive, which provides one additional lane approaching Frontier that not only helps provide additional space for vehicles to queue, but also allows for vehicles to choose from three right turn lanes based on their destination, with vehicles accessing the Metro station using the two right hand right turn lanes and vehicles continuing south on Frontier Drive using the innermost right turn lane.

- At the Metro station property, we already walked through most of the changes, and staff from WMATA will highlight a few other items when we get to the next slides.
- The south project area includes the portion of the Frontier Drive Extension south of the Metro station entrance, which starts with a new bridge over Long Branch and continues south to connect to Loisdale Road along the general alignment of Springfield Center Drive. This section includes the smaller typical section discussed earlier and as shown in 2021, to reduce the footprint of Frontier Drive, in particular at the intersection with Loisdale Road. The reduced typical section made it possible to eliminate the impacts to the building on the corner of Frontier Drive and Loisdale Road.
- Through the reduction of the typical section and a retrofit of the existing SWM pond, the project was able to reduce the impact on adjacent parcels along Frontier Drive.
- The access points along Frontier Drive provide access to the existing properties, as well as to adjust for the future phases of the property adjacent to the new TSA headquarters, and crosswalks are provided at many of the crossings.
- Through coordination with staff from the Northern Virginia Community College, the access to the NVCC Medical School was adjusted from what was shown previously to a configuration that provides movements closer to the current access to the campus.
- In addition, the access to the GSA property was adjusted from the larger access point with two northbound left turn lanes shown previously to a configuration that more closely matches the current access. The expanded entrance was originally associated with the potential new FBI headquarters.

That covers most of the general features of the project, so next I will turn it over to Steven with Metro to discuss the Metro facilities.

Slide 14: Changes to Station Access

Steven S. (Yasmine D.)

(Start Video/Unmute) [Ask to move to next slide if needed]

- Thanks Bob and good evening everyone. My name is Steven Segerlin and I am the Director of Real Estate and manager of this project for Metro.
- First, I'll discuss changes to the station's access.
- The project would add a new signal to connect the Frontier Drive extension at the jug-handle intersection on the left-side of the graphic.
- Additionally, the intersection on the right-side of the graphic will be reconfigured and include a new traffic signal – to further improve traffic flow and operations.

On the next slide are the changes to the bus facilities...

Slide 15: Changes Bus Facilities

Steven S. (Yasmine D.)

- Three new bus bays will be added in the existing bus bay area.

- It also includes a new bus layover facility – that may be built – as part of a separate project in the future.

The next slide shows changes to the Kiss & Ride facilities...

Slide 16: Changes to Kiss & Ride Facilities

Steven S. (Back-up:)

- These changes include the removal of the existing pick-up and drop-off area shown in the red dashed outline on the map, which will help to improve traffic flow and operations of the parking garage.
- There will also be modifications to the access points for the existing Kiss and Ride garage and the parking lot highlighted in the orange squares.

On the next slide are the changes to the Park & Ride facilities...

Slide 17: Changes to Park & Ride Facilities

Steven S. (Yasmine D.)

- There is no change to the number of parking spaces available in the parking garage; however, there are minor configuration changes to two of the five entrances.
- On the graphic you'll see the existing gate lanes shown in blue and new gate lanes shown in orange that are needed to improve traffic flow and operations. Those locations are highlighted in the red dashed circles.

Now I will turn it over to John Muse with VDOT to discuss the Environmental Assessment.

Slide 18: Environmental Assessment NEPA

John Muse (Back-up: Anissa)

(Start Video/Unmute) [Ask to move to next slide if needed]

- Thanks Steven and good evening everyone. I'm John Muse the VDOT NOVA District Environmental Manager. Tonight, I'm going to talk about the Environmental Assessment, also referred to as an EA, which was prepared for compliance with the National Environmental Policy Act, or NEPA.
- NEPA was signed into law in 1970 and is required for federally funded projects which includes this project. As depicted in this slide, NEPA is typically referred to as an "umbrella" statute because other applicable environmental and historic preservation laws and regulations and Executive Orders may apply for inclusion in one environmental analysis for a streamlined decision-making process.
- The lead federal agency with oversight is FHWA and the EA was prepared in accordance with their NEPA implementing regulations under [23 CFR § 771](#)
- The EA details the analysis of the potential environmental effects associated with the proposed project improvements.

Next slide please...

Slide 19: NEPA Significance

John Muse (Back-up: Anissa)

- NEPA is a procedural law, where it must be demonstrated that the proper process was followed. One of the first steps is to determine the significance of the environmental impacts the proposed project is likely to have. The determination of significance requires consideration of both context and intensity which are defined by NEPA in this slide.
- In addition to evaluating the potential environmental effects, FHWA must also take into account the transportation needs of the public in reaching a decision that is in the best overall public interest. The NEPA process is an approach to balanced transportation decision making that considers these potential impacts.

On the next slide you'll see the Purpose and Need Summary from the EA **Next slide please...**

Slide 20: Purpose and Need Summary

John Muse (Back-up: Anissa.)

- The Purpose and Need is the most important section of the EA as it establishes the reason why the project is being proposed.
- This project will:
 - address traffic congestion
 - improve accessibility to local businesses and facilities
 - improve traffic operations and safety, and
 - enhance the overall transportation network connectivity in the Springfield area.
- The project will also provide access control that allows for safe crossing of autos and pedestrians at signalized intersections.

On the next slide is an image of the environmental study area used for the document evaluation. **Next slide please...**

Slide 21: Environmental Study Area

John Muse (Back-up: Anissa.)

- The environmental study area is somewhat larger than the project's design footprint and is centered on Franconia-Springfield Parkway and bounded by Beulah Street to the

east, Loisdale Road and I-95 Express Lane ramps to the west, Spring Mall Road to the north and the Franconia-Springfield Transit Center to the south.

- A range of alternative options, including No-Build, was evaluated in the EA. The Preferred Build Alternative as described in the EA and presented here tonight addresses the purpose and need for the project. The potential environmental impacts of the Preferred Build Alternative were then assessed for significance.

Next we'll look at a summary of the potential impacts that were evaluated in the EA.

Next slide please...

Slide 22: Potential Impacts Summary

John Muse (Back-up: Anissa.)

- This table summarizes the environmental resources evaluated in the left column and potential impacts from the project in the right column. I would like to now briefly go over some of these environmental resources.

Next slide please...

Slide 23: Environmental Justice

John Muse (Back-up: Anissa)

- Environmental Justice or EJ is rooted in Title VI of the Civil Rights Act. On February 11, 1994, [Executive Order 12898](#) was signed requiring all Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.
- The USEPA defines EJ as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”
- The proposed project improvements will displace 5 businesses, including a school and cell tower, that may be minority owned. However, these impacts do not represent an adverse effect to minority/low income populations as long as these displacements are in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Act.

Next slide please...

Slide 24: Water Resources

John Muse (Back-up: Anissa.)

- The proposed improvements are anticipated to impact slightly more than 1600 linear feet of streams and approximately 0.17 acres of wetlands which would require permits from the US Army Corps of Engineers and the VA Dept. of Environmental Quality.
- These impacts may be reduced as final design is developed. Permitting unavoidable impacts to water resources and any required mitigation by these regulatory agencies would be concurrent with the final design phase. All water quality permits will be obtained prior to advertisement of the project for construction.

Next slide please...

Slide 25: Hazardous Materials

John Muse (Back-up: Anissa)

- Hazardous wastes are regulated by the USEPA and defined in 40 CFR § 261. Materials are considered hazardous if they are specifically listed by regulations, exhibit hazardous characteristics, are universal wastes (e.g. batteries) or mixed wastes.
- The principal objective of performing environmental due diligence is to identify recognized environmental conditions in the study area and then conduct Environmental Site Assessments or ESAs.
- Information was obtained from regulatory database searches, site reconnaissance, available published information, and local and state government officials.
- A Phase I ESA was performed in 2017 which recommended further investigation under a Phase II ESA of a former water treatment plant and vacant office building/warehouse. The 2017 Phase II ESA found no evidence of regulated contamination on either property.
- Following some changes anticipated right-of-way for the Preferred Build Alternative, the Phase I ESA was updated in 2021 to conclude the findings of the 2017 Phase I ESA remained unchanged; however, a limited subsurface investigation was recommended to assess any petroleum releases related an underground storage tank on the Franconia-Springfield Metro Station property. The subsurface investigation performed under a 2021 Phase II ESA found no evidence of petroleum contamination on the property.

Next slide please...

Slide 26: Noise Analysis

John Muse (Back-up: Anissa)

- This project is defined as a federally funded Type I transportation improvement project. Consideration of potential noise impacts and abatement of those impacts is required by FHWA's procedures for abatement of highway and construction noise under

23 CFR 772. The State Noise Abatement Policy follows FHWA's regulations and guidance.

- Highway traffic noise impact assessment and analysis is performed in 2 phases: initially during the NEPA phase, which this project is presently in, and then again during the final design phase to verify the finding of the initial noise study.
- Where project noise levels exceed threshold criteria established by FHWA, an evaluation of reasonable and feasible noise abatement measures is required.
- On the next slide we look at the findings of the preliminary noise study prepared for the EA.
- **Next slide please...**

Slide 27: Preliminary Noise Analysis

John Muse (Back-up: Anissa.)

- Predicted noise levels in the Design Year 2043 were evaluated for 5 Common Noise Environments or communities using FHWA's Traffic Noise Model. Noise impacts were determined to occur within 2 of the 5 communities. Noise barriers evaluated for these 2 communities and were found to be feasible and reasonable.
- Barrier 1 is a potential two-barrier system benefitting 208 receptor properties. The first barrier section begins along the south side of Spring Mall Drive, extending south along the west side of Frontier Drive and ending to allow for a 90-foot wide pedestrian access to the Springfield Station apartment complex. The second barrier section would then continue south to the Franconia-Springfield Parkway WB on-ramp and west along the north side of the Franconia-Springfield Parkway WB shoulder. At a height of averaging 30 feet and 2,383 feet in length, the barrier system would satisfy VDOT's design goal of 7 decibels of noise reduction for 96 of these receptor properties.
- The proposed project also will need to remove a section of an existing noise barrier along the Franconia-Springfield Parkway NBL between the Frontier Drive interchange and on/off bus ramp loops to the Franconia-Springfield Metro Station. Barrier 2 is an in-kind replacement barrier which will be relocated north of the existing barrier location. At a height averaging 16 feet and 1,125 feet in length Barrier 2 would benefit 12 receptor properties and provide traffic noise reduction that meets or exceeds the performance of the existing noise barrier.
- As noted earlier, a final noise analysis will be completed during the final design phase to verify these findings before any decisions on noise barriers are made.

Next slide please...

Slide 28: Indirect Effects & Cumulative Impacts

John Muse (Back-up: Anissa)

- An environmental analysis must consider all the indirect effects & cumulative impacts from a proposed project.
- Indirect effects include known and unknown, unknown are effects “reasonably foreseeable” or sufficiently likely to occur. Indirect effects from this proposed project are expected to improve overall mobility and connectivity among surrounding land uses and transportation facilities.
- Cumulative impacts include the total of all impacts, direct and indirect, experienced by a particular resource. This proposed improvements would contribute minimal incremental impacts to socioeconomic and natural resources which are not significant under NEPA.
- These impacts may be further reduced through implementing best management practices during the final design phase of the project.

Next we'll talk about the public availability of the EA document **Next slide please...**

Slide 29: Environmental Assessment

John Muse (Back-up: Anissa.)

- The NEPA process allows transportation officials to make project decisions that balance engineering and transportation needs with social, economic, and natural environmental factors.
- During this part of the process, a wide range of partners including the public, businesses, interest groups, and agencies at all levels of government provide input into project and environmental decisions.
- Engaging public involvement is an essential step before making a final decision and the EA is now available for your review on the project's website; the Preliminary Noise Technical Analysis Report and other Appendices are also available for review.
- The EA and Appendices are available for in-person review at:
 - VDOT's Northern Virginia District Office located at 4975 Alliance Drive, Fairfax, VA. Please call ahead at 703-259-1794 to make an appointment with appropriate VDOT staff.

- The EA and Appendices is also available at:
 - WMATA Headquarters at 300 7th Street SW in Washington, D.C.
 - Richard Byrd Library at 7250 Commerce St in Springfield, VA.
 - Fairfax County Supervisor Lusk's Lee District Office at the Franconia Governmental Center located at 6121 Franconia Rd in Alexandria.
 - Please call ahead at these locations to make an appointment to review the documents.
- Public comments on the EA will be accepted through July 29, 2022. We look forward to receiving your comments.

Now I will turn the presentation over to the VDOT Project Manager, Zamir Mirza who will discuss right-of-way acquisition as well as the project budget and schedule.

Slide 30: Right-of-Way Acquisitions

Zamir (Back-up: Joan Dias)

(Start Video/Unmute) [Ask to move to next slide if needed]

Thanks John and good evening everyone. My name is Zamir Mirza and I am the VDOT project manager for this project.

- There are 22 properties that will have either partial temporary and/or permanent acquisitions as shown on the screen. Note, these are subject to change as the final design is developed. Each property acquisition will be discussed on a case-by-case basis after the right-of-way notice to proceed as each acquisition is unique in nature.
- Additional information about the right of way process can be located at https://www.virginiadot.org/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf

Next we will move onto the estimated design-bid-build project cost and funding.

Slide 31: Estimated DBB Project Cost and Funding

Zamir (Back-up: Andy)

ZAMIR TO ADD ADDITIONAL TEXT FOR THIS SLIDE; ALSO, THE SLIDE ITSELF HAS BEEN UPDATED AND NEEDS TO BE ADDED TO THE PRESENTATION (Slide has been updated and added to presentation - Carol)

- Before I go over these costs I should explain that these are the projected estimated costs for the project if the project is fully funded for the Right of Way and Construction phases. Previously we have shared the current cost of the project without inflation factors and without knowing if/when the project would be funded.

- From this slide you will see that the projected Preliminary Engineering cost is \$12.6M. This is essentially the cost of engineering services needed to develop the design plans. The right of way and utility cost estimate is projected to be approximately \$42.1M. This is the cost associated with acquiring the necessary rights of way needed for the project as well as the projected cost of protecting or relocating utilities (above ground/underground) that are impacted by the project.
- The projected construction cost is approximately \$167M for a total project cost of \$221.7M.
- All of these numbers are subject to change as the design is developed in further detail and when the funding is in place
- Also shown on this slide is the current sources and allocation of funding, made up of local and Northern Virginia Transportation Authority (NVTA) regional funds. Fairfax County will be seeking additional funding from various sources for the remaining project phases. As you can see there is a funding shortfall of approximately \$191.7M.

Next slide please...

Slide 32: Anticipated Project Schedule

Zamir (Back-up: Andy)

- This slide shows the project schedule. We are now at the virtual Public Hearing. The comment period will close July 29.
- Following that, we will seek endorsement from the County as well as design approval from the VDOT Chief Engineer, and expect to have that by next winter.
- After which we will begin work on the detailed design plans.
- The next phase of the project will be the right of way and utility relocation stage. This is when we acquire the necessary rights of way from the affected property owners along the corridor. This also when we will protect and if necessary relocate the utilities that are affected by the design.
- This process is usually quite lengthy and is expected to take several years.
- The start of the right-of-way acquisition, utility relocation and construction is dependent on funding.

Next slide please...

Slide 33: Next Steps

Zamir (Back-up: Andy)

- We will continue our coordination efforts with WMATA, Fairfax County and the project stakeholders. We will seek design approval and issue the Public Hearing Staff report once the comment period is closed. From there we will work on final design, depending on funding.

At this point I'd like to turn it over to Carol to talk through comment submission before we start the question and answer session.

Slide 34: How to Submit Comments

Carol (Back-up: Andy)

(Unmute) [Ask to move to next slide if needed]

We have several ways for you to send us your comments, in addition to providing them this evening. You can send your comments to either VDOT or Metro and we will make sure to share any comments either agency receives with each other.

- The methods include email at meetingcomments@vdot.virginia.gov or to franconia@wmata.com.
- You can mail us your comments at VDOT's Northern Virginia District Office, 4975 Alliance Drive, Fairfax, VA 22030, and the WMATA Office of the Secretary at 300 7th St, SW, Washington DC 20024
- You can use the comment form on the study website at virginiadot.org/FrontierDriveExtension. If you're on the website, click on the Public Hearing link. On the meeting page, clicking on the orange box that says comments will take you down to the online comment form. If you scroll even further down there is some optional demographic information that helps us to understand how our outreach efforts are working.
- Or you can also visit one of our offices during business hours. Please call ahead at 703-259-1794 to make an appointment at VDOT's Northern Virginia District office or 202-962-2511 to make an appointment at Metro's office.
- Comments need to be submitted by July 29, 2022. Public input helps make our efforts better so please get involved and provide your feedback.

Next slide please....

Slide 35: GoToWebinar Tips

Carol (Back-up: Andy)

- As mentioned at the outset, we will be taking comments, along with both written and verbal questions. In your control panel you should have a Questions pane that will allow you to submit written questions or comments. If you would like to ask a verbal question or make a verbal comment, you can select the "Raise your hand" button. The moderator will call on you when it is your turn to speak. We will unmute you and then we will ask you to unmute yourself so panelists and attendees will be able to hear you. Please remember to lower your hand following your question or comment.
- Before we start with our Q&A session, I would like to recognize the elected officials who have joined us tonight.
 - We introduced Supervisor Lusk earlier but would like to give him the opportunity to say a few words. Supervisor Lusk, we will unmute you and you will also need to unmute yourself to speak. Thank you
 - Delegate Watts would you like to say anything before we start our Q&A? Thank you

- Delegate Sickles...would you like to say a few words tonight? Thank you
-

Q&A using Spreadsheet

Carol (Backup: Andy)

[Ask to move to next slide if needed]

- We're going to start off with some of the written questions and comments we've received in the written question box in the order they were received, and we will also provide an opportunity for attendees to ask verbal questions or provide verbal comments.
- For those who ask verbal questions or comments, please keep your question succinct to allow for more questions to be asked.
- For those providing verbal comments, we ask that you limit your comments to three (3) minutes.
- If attendees call in using a phone, you are in 'listen only' mode and are not able to ask a verbal question; however, you can submit questions or comments via email, regular mail or by calling the project manager, as described earlier in the presentation.

Zamir, our first question is from ...

This concludes the Question and Answer and Comment portion of our location and design public hearing. If you have future questions, we encourage you to submit it through one of the options discussed earlier in the presentation. All questions and comments have been recorded. I will now turn it back over to Andy.

(Close Video/Mute)

Slide 36: Thank You!

Andy (Back up: Minwoo)

(Start Video/Unmute)

Thanks, Carol. With that, we're going to go ahead and close out our public hearing this evening. So, on behalf of VDOT and Metro, as well as Fairfax County, we want to sincerely thank you for your participation and feedback, and we look forward to continuing to work with the community to move this project forward through development and ultimately to construction.

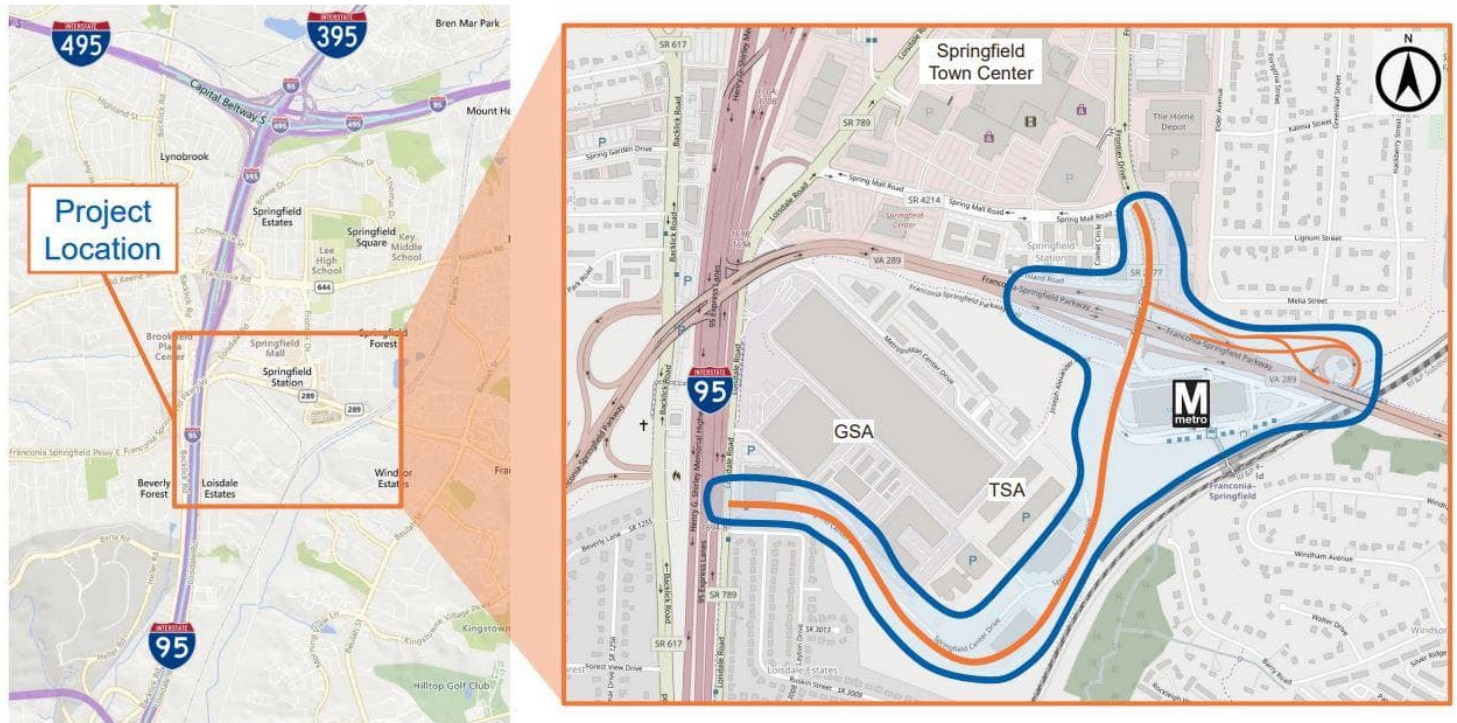
Thank you, and goodnight!

(Close Video/Mute)

APPENDIX D: SURVEY RESULTS AND COMMENTS

Frontier Drive at Franconia-Springfield Station

Q1. The Virginia Department of Transportation (VDOT) and Fairfax County are proposing to extend Frontier Drive to Springfield Center Drive to Loisdale Road near Franconia-Springfield Station.



The proposed roadway extension would relieve traffic congestion, improve access to Franconia-Springfield Station, and transform the area around the station into transit-oriented development.

The project would also result in changes to traffic circulation around the station, including new or reconfigured intersections and access to the parking garage. The proposed design includes the following modifications to Metro facilities:

- Add two (2) new signalized intersections; one at Metro Access Road and Frontier Drive, and one reconfigured intersection to improve traffic flow and operations.
- Reconfigure sections of the Franconia-Springfield Station circulatory road and access to parking garage entrances (all existing access points would be maintained).
- Add three new bus bays at Franconia-Springfield Station.
- Add new bus layover facility.
- Eliminate the pick-up/drop-off area at Franconia-Springfield Station.

To learn more about the project, including funding details and proposed roadway changes, please visit:

- VDOT's Frontier Drive Extension webpage
- Frontier Drive Extension PowerPoint Presentation

How do you wish to use this form to provide your comment regarding the proposed roadway extension at Franconia-Springfield Station?

Frontier Drive at Franconia-Springfield Station

Type and submit a written comment	94%
Upload and submit a document	4%
Both upload a document and type a written comment	2%

Q2. Please provide your written comment in the box below:

Here is the summary of what folks seemed to mention most often but see the attached for the entire list. We had 151 comments in total

Comment Type	# of mentions
Bad idea to eliminate/remove the pick-up/drop off area	93
Will they move the kiss and ride or replace it elsewhere? What is the alternative?	26
Good plan, no concerns	22
waste of money/fix other things/nothing needs fixing here	23
Other	9

Just a FYI, 2 in 3 (62%) thought eliminating the kiss and ride was a bad idea. Please kept that in mind.

Q3. If you would like to receive email updates regarding this project, please enter your email address in the box below:

Emails are attached.

Q4. Now, some basic background questions to close out the survey:

Did you attend the Virtual Public Information Meeting in May 2021 for the proposed roadway extension at Franconia-Springfield Station?

Yes	6%
No	94%

Q5. Will you attend the Virtual Design Public Hearing on July 12, 2022 for the proposed roadway extension at Franconia-Springfield Station?

Yes	18%
No	24%
Not Sure	58%

Q6. Which type of housing best describes your home?

Frontier Drive at Franconia-Springfield Station

Apartment or condominium	17%
Single family, detached house	53%
Townhome, attached to other houses	29%
Other	1%

Q7. Before the pandemic (i.e. before March 2020), which of the following facilities did you typically use at Franconia-Springfield Station?

Parking Garage (to park at the Park & Ride)	38%
Bus Bays and Terminal (to connect to Metrobus, Fairfax Connector, Greyhound, etc.)	11%
Kiss and Ride (i.e. to drop off and pick up of passengers)	44%
Bicycle racks/lockers	2%
None of the above	4%
Something else	2%

Q8. In the past 30 days, which of the following facilities did you use at Franconia-Springfield Station?

Parking Garage (to park at the Park & Ride)	26%
Bus Bays and Terminal (to connect to Metrobus, Fairfax Connector, Greyhound, etc.)	7%
Kiss and Ride (i.e. to drop off and pick up of passengers)	42%
Bicycle racks/lockers	3%
None of the above	21%
Something else _____	1%

Q9. How old are you?

18-24	4%
25-34	14%
35-44	29%
45-54	21%
55-64	23%
65+	9%

Q10. What is your gender identity?

Male	64%
------	-----

Frontier Drive at Franconia-Springfield Station

Female	32%
Other	4%

Q11. Are you of Hispanic or Latino origin?

Yes	13%
No	87%

Q12. Which of the following best describes you? Please select all that apply.

African American or Black	7%
American Indian or Alaska Native	2%
Asian	7%
Native Hawaiian or other Pacific Islander	1%
White	74%
Other	8%

Race/ethnicity combined

White (non-Latino)	64%
Black (non-Latino)	5%
Latino	13%
Asian (non-Latino)	4%
Other/Mixed Race	14%

City/Area

Alexandria	27%
Burke	7%
Springfield	42%
Lorton	4%
Everywhere else	20%

Comments Received for the Record Through WMATA's Online Survey

1	<p>"The proposed roadway extension would relieve traffic congestion" -- No it will not. VDOT says this with every single highway expansion project and it never works. Ever.</p> <p>I am less concerned with Metro's plan to build around this proposal, but this money should go to servicing public transit in the area. I legitimately cannot believe VDOT thinks this is still a solution after causing - literally causing, as in they are responsible - all the traffic problems we now live with over the past 30 years of highway construction. It's not 1982 anymore. VDOT needs to start work on getting cars OFF the roads not putting more on them.</p>
2	<p>90% of the time I use the station , I am either picking someone up or dropping someone off. There are always many cars waiting to pick someone up. Eliminating the pick-up drop-off point seems like it will be much harder to use the facility than it was in the past. Recommend you include facilities to allow pick-ups and drop-offs in your plans. If you don't, I bet you will find a lot of people get real inventive with how they will do this.</p>
3	<p>A good plan. No specific comments.</p>
4	<p>Add less roads as much as possible. Add more bus service and bus bay with more walk paths</p>
5	<p>Agree</p>
6	<p>Although many of these developments seem really positive, I am really concerned about the removal of the drop-off/pick-up lanes. I live nearby and frequently come to pick up and drop of friends and family who are visiting via the Metro, either from other parts of the area or from the airport. Looking through the materials it wasn't clear if there would be a new area where pick up and drop off could occur, and it seems like it could be an issue with people using a driving lane to idle while they wait to pick people up.</p>
7	<p>Are the planners simply short sighted or flat out insane? The ability to drop off and pick up passengers is essential to the Franconia-Springfield Station. There are hundreds of passengers per day who use the drop off/pick up area. Why is this even a consideration?</p>
8	<p>Are you saying there would be no Kiss & Ride Area? I think that would be a mistake. I don't use the station often, but when I do, I've been picked up or dropped off. I think that is helpful in encouraging transit. Sometimes, a ride to or from the station makes the difference between taking metro most of the way (and car for the "last mile") vs driving the whole distance.</p>
9	<p>Are you serious about eliminating the pick up / drop off area? That idea is just plain crazy.</p>
10	<p>Could use the funds for other things like police presence or repairing those damaged windows.</p>
11	<p>Dear Sir or Ma'am,</p> <p>Right now the Franconia Springfield station is used by all sorts of visitors to Springfield. The pickup/drop off locations cause the metro to be utilized. If dropped, this would impact visitors to DC from coming to Springfield via Metro. If a comparable set up can be established it would be great. Otherwise the use of Franconia will be another detriment to using Metro.</p>

Comments Received for the Record Through WMATA's Online Survey

12	<p>Dear Sir/Madam,</p> <p>The proposal to eliminate pick-up and drop-off would be a travesty for family members who pick up their partners, spouses, parents, and friends from the Franconia-Springfield Metro. Every occasion I go to pick up my wife from the Franconia-Springfield Metro, I notice many vehicles waiting to pick up their family members and friends. I implore a reconsideration to eliminate pick-up and drop-off at Franconia-Springfield Metro. The availability of pick-up and drop-off access is a tremendous help for people who pick up their loved ones including those coming from jobs that have non-traditional 9am to 5pm work hours and cannot afford to drive their vehicles into D.C. to pay to park. I urge for the preservation of pick-up and drop-off to be incorporated into any possible changes. We should be encouraging people to use Metro and the proposed elimination of pick-up and drop-off would result in would-be Metro passengers instead driving single occupied vehicles on Northern Virginia roads leading to more delays in commuting and loss of revenue via passenger fares for Metro. Thank you. V/r.</p>
13	<p>Do not eliminate pick up/drop off area</p>
14	<p>Do NOT eliminate the pickup line. It should be made bigger.</p>
15	<p>Do not remove the Kiss and Ride Drop off. You could reduce it by half, but you will create a new traffic problem if you eliminate it.</p>
16	<p>Do not remove the pick up and drop off area from the Metro station. Why would you do that? Every time I come out of there—any time of day—there is line with cars. Clearly it is an important feature of the Metro station! What is the plan for kiss and rides without that?</p> <p>Also, why get rid of bike lanes? In a time when we need to be building infrastructure that offers easy use of non-vehicle transportation to help fuel shortages and climate change issues, you're going to eliminate bike lanes?</p> <p>You're moving us in the wrong direction!!</p>
17	<p>Don't eliminate the drop off/ pick-up area for the station. Why limit access to the station? Improving bus access and closing off car access doesn't make any sense.</p>
18	<p>Don't remove the drop off area</p>
19	<p>Don't want to see the pick up / drop off area go away. Perhaps adding something in the parking garage</p>
20	<p>Eliminate the drop off area? Not only are people dropping off and picking up for the metro, but also buses and the VRE. Even the smaller stations like Van Dorn and King Street have drop off lanes.</p> <p>Don't eliminate the drop off area. People will just do it anyway and block the lane.</p>
21	<p>Eliminating pick up drop off area is a bad idea.</p>

-
- 22 Eliminating the drop off and pick-up area at the Springfield/Franconia Metro Station is an idiotic and detrimental proposal for the residents of the Springfield area.

It would be a major inconvenience and deterrent to Metro passengers using the station, particularly burdensome on the handicapped who depend on being dropped closer to the escalator to the boarding platform, and for households that can afford only one vehicle and depend on the ease of being able to drop off family or pick up family members before continuing on to their own jobs or back home.

Furthermore, the removal of a drop off and pick area would destroy the convenience of the use of the Springfield/Franconia station for passengers arriving from and going to Reagan National Airport, potentially adding more car traffic to that already congested Arlington site.

-
- 23 Eliminating the drop-off/pick-up area is literally the dumbest idea.

-
- 24 Eliminating the pick up/drop off lane would be devastating! As an end of the line station, pick up/drop off from this station is essential and heavily used. From my observations, it would appear pick up/drop off is more heavily used than busses at this station. With the availability of express buses in the vicinity of this station, local buses plus metro rail takes three times longer to get to same destination so why use the bus to get to this station.

This idea appears to be another shining example of Metro "management" philosophy, or in other words "do exactly the opposite of what makes sense." Instead of eliminating pick up/drop off area, it should be expanded and made more efficient.

-
- 25 Eliminating the pick-up/drop-off seems odd considering there is a VRE station here as well. Where will a designated pick-up/drop-off be located? Personally, I do not need pick-up/drop-off as would normally park on-site. However, there should be a means for pick-up/drop-off including ride-sharing services.

-
- 26 Eliminating/reducing the Kiss-and-Ride lineup along Frontier Drive is likely to cause backups as people double park in the lanes. There is still an intermodal Coach bus stop located along the inner roadway and there is a long walk to the East Garage for seniors and people with disabilities. Some kind of drop off bay or line-up spot is still needed.

-
- 27 Elimination of the passenger drop-off/pick-up is stupid. It will still happen at the same location in the same way just without the proper safety implementation.

-
- 28 Elimination of the pick up and drop off area is idiocy. This is used constantly. It is way more important than more bus bays that sit empty 90% of the time.

-
- 29 Ensure ease of pedestrian access, as I walk often from this station to work nearby. Currently not a clear cross walk as you go from the track side to the stairs up to Franconia Springfield Parkway. Increase lighting.

-
- 30 Esta bien

-
- 31 From the diagram it looks like Frontier would be extended to Loisdale. That may help with access to the Metro garage but it does nothing for all the traffic that turns left from Frontier to the Fran/SP Pkwy in front of the Metro garage. More traffic makes that turn than goes to the Metro. It will also increase traffic at the Loisdale intersection. Will that intersection be
-

	enlarged? You want to eliminate the pick-up/drop-off area. What's the alternative? Pay to park in your garage or walk from the Springfield Town Center?
32	Frontier drive next to and north of the metro station should be put on a road diet. The current design, especially for the large intersection at the entrance of the bus loop, seems very bloated and overengineered. A much simpler and more pedestrian friendly design would probably suffice, especially since this is slated to be an area of transit oriented development. I understand Franconia-Springfield will still primarily be a park-and-ride facility for the foreseeable future, but maybe it's time to start thinking about the future of mobility in the area by building something that will support less car-dependent development. Maybe one day the Springfield Mall will no longer be a car-oriented suburban mall surrounded by parking lots, but a bustling and walkable town center.
33	Great idea
34	Having lived here since before Franconia Springfield came into existence, currently the way it is configured is perfect. It also favors the elderly and disabled. Spending alot of money with poor results won't meet your goals.
35	In my opinion I believe that metro rail should have in lower Springfield area like to Woodbridge or stafford. That will be super helpful
36	Hello, They need drop off and pick up areas for the community, to reduce congestion on road. The traffic in that area is already unbearable.
	<p>*Biggest Concern</p> <p>People living in Stafford, VA and Fredericksburg, VA have NO WAY to get home with out that concept. My daughter Rachel lives in Fredericksburg, VA. I drive and pick her up on nights she works to 9PM in her office.</p> <p>A Uber is \$150 to \$200 dollars one-way with increase in gas prices.</p> <p>It will only put more cars on the road and economically impact our community.</p> <p>Please consider keeping drop off and pick up areas in your new metro station configuration.</p>
37	Hello. I appreciate the majority of the plan. My only question/comment. Is where will there be drop-off? I often have someone dropping off/picking up in that lane. with the proposed elimination of the dropoff zone will they now need to go into the garage just to dropoff someone?

-
- 38 I'm a resident of Saratoga in West Springfield, as well as an avid bicyclist. While I appreciate VDOT and WMATA's attempts to improve access to the Metro station at Franconia-Springfield, I do not believe the suggested changes will do much to improve access to the station to the west. It is worth noting that I believe wholeheartedly that the project should go ahead, just that my opinion be considered for this project as well as future projects in the Springfield area.

Saratoga is around ~5 1/2 miles away from the Metro station at Franconia-Springfield, the equivalent of ~10 minutes by car or ~30 minutes by bike. Getting to the station by car is of little issue thanks to the Fairfax County Parkway & Franconia-Springfield Parkway; the issue lies in getting there by bike. As I see it, there are two ways that I could currently bike to the station:

1. I would follow the Google-recommended route and go along Hooes Road and Constantine Avenue before crossing the Henry G. Shirley Memorial Highway to get to Loisdale Road. From there my path would depend on the extent of changes made in this project, but that is not the issue I aim to voice.

2. I take a safer, but much slower route via the Gerry Connolly Cross County Trail.

Currently, Option #2 is technically doable but painfully inconvenient. This is because the fastest way that I can get onto the trail is by going along Rolling Road — the portion that's parallel to the Fairfax County Parkway, the one that starts on Route 638 and sticks to the western side of the parkway before terminating at Spring Tree Drive. If you need another reference for this portion, it's the one that feeds into Donegal Lane and Chancellor Way. It is NOT the portion of Rolling Road that feeds into Hooes Road, though that is the path I'd take with Option #1. Regardless, with Option #2 I have to:

- A. Go along Rolling Road as mentioned above until I reach Spring Tree Drive.
- B. Travel down Spring Tree Drive & Spring Tree Court, then through a short bike path before arriving at Stream Bluff Way and another portion of Hooes Road. For reference, this portion of Hooes Road feeds into Eggar Woods Lane and Walnut Knoll Drive.
- C. I travel down Hooes Road to a Fairfax County Parkway crossing at Whitlers Creek Drive.
- D. Travelling across the crossing, I finally link up with the portion of the Gerry Connolly Cross Trail that eventually leads to the Metro station at Franconia-Springfield.

The problem with this method is that it makes me go out of my way to travel to a crossing northwest of Rolling Road. Google estimates that this path would add 13 minutes and 2.3 miles of travel time to my commute, not to mention the additional time it'd take to go along the trail until I'd reach a second crossing at Spring Village Drive and Bonniemill Lane due east. The second crossing is when I'd finally link up to the eastward portion of Hooes Road & Constantine Avenue, the section mentioned in Option #1. Google estimates that the total travel time just to get to this second crossing — including my detour to the first crossing at Whitlers Creek Drive — would take 25 minutes, likely moreso ~30-35 minutes when factoring in traffic signals and exhaustion. Keep in mind that this is only to reach Constantine Avenue, and that I still have to go the rest of the way to reach the Metro station. Without any of the Frontier Drive changes in place, Google estimates that the total time I'd be travelling would be 42 minutes over 7 miles; likely more akin to an hour when once again factoring in traffic signals and exhaustion. This is 4x the duration of a car ride at best, and 6x the duration at worst. I'd literally be going at somewhere between ~7-10 MPH on average, and a good chunk of that would be taking a

suboptimal route. The main issue isn't even suboptimal access to the trail when going north on Rolling Road — though that doesn't help — but that I have to take such a detour in the first place. Well then, you might say, what about Option #1?

Option #1 is the Google-recommended route for a reason: it's cuts the estimated travel time down to just under half an hour, and it's far more convenient for me to get on Hooes Road going east via Rolling Road than it would be to go around via the first crossing mentioned in Option #2. The problem is that not only is this stretch of Hooes Road filled with hills, but a large portion of it has no sidewalk whatsoever. It's a simple two-way street with no room whatsoever for bike travel. For reference, this is the section between White House Drive and the crossing at Bonniemill Lane. This is an incredibly narrow road with no room for even a bicycle gutter in its tightest sections, but Google expects me to bike on it to the Metro because it's the fastest and most direct option available.

Hopefully this illustrates my issue: if I wanted to get to the Metro from Saratoga by bike, I'd either have to take an incredibly dangerous route from Rolling Road to Hooes Road or make a detour that would add between 15-30 minutes of commute time just so I could wrap around Rolling Road as it travels northwest via Route 638. Neither of these options are feasible for routine commuting to the Franconia-Springfield Metro station, and force people from my area to travel there by car.

I'm well aware that any changes that could be made to alleviate this issue are most likely not within the scope of the Frontier Drive expansion project. Whether it would be making Rolling Road more bicyclist-friendly or adding a shared use trail along Hooes Road, neither of those would have a substantial impact on the immediate area surrounding the Franconia-Springfield Metro station. My point with this feedback is to share my personal situation in hopes of explaining why some people in West Springfield are unable to travel to the station by bike. It's worth noting that the second phase of a plan to expand Rolling Road on Route 638 going northwest to Old Keene Mill Road is likely to occur sometime in 2024, so now would be an opportunity to reach out to the main proponents of that project regarding bicycle travel along Rolling Road.

Let me be clear: As a young person, I would love to be able to bike to the Metro station if I could. Five miles? I can do that even without an E-bike, and an E-bike would just make it magnitudes easier. Going forward in my life I want to encourage the use of mass transit to get around Fairfax County as well as the greater D.C. area, but that won't be possible unless steps are taken to facilitate and streamline non-vehicular travel as well. My dream is to be able to get from my Saratoga to D.C. by the Metro in under an hour WITHOUT driving to the Metro station by car, but until better bike lanes are available west of the station that just won't be possible.

Other than the issue described above, I'm in full support of the expansion of Frontier Drive at Franconia-Springfield Station. I think the Metro station is critical to emphasize in the decades going forward due to its importance for travel in the D.C. area, and I'd go so far as to recommend that the Blue Line be extended down to Lorton along the tracks currently used by both Amtrak and the VRE. There's a wealth of potential for WMATA in this area, it just needs to capitalize on it.

39	How are you replacing the Kiss & Ride? People drop off & pick up friends & family. Eliminating the K&R won't change that--it will just create more traffic jams.
40	How can you remove the pickup/dropoff area at the Springfield Station. This does not make any sense. Perhaps you mean that you need to move it elsewhere on the property? My very infrequent usage of the Springfield station is always in conjunction with picking or dropping off individuals.
41	https://oldcc.gov/defense-community-infrastructure-program-dcip?utm_medium=email&utm_source=govdelivery Here is a potential source of funding for the project.
42	I agree that to improve access to F-S Station and transform the area around the station into transit-oriented development; keeping in mind that this would relieve traffic congestion, improving traffic circulation around the area.
43	I am for all the ideas expect for eliminating the drop off and pick up area. I think that is a useful feature and use it frequently.
44	I am happy to hear that they are working on the roads for safety improvement around the station.
45	<p>I am highly concerned about the elimination of the pickup/drop off area at the metro station, as this is one of the core functions of this station in my experience. As an end/terminus station on the blue line this station primarily serves commuters and travelers, the loss of the drop off or pick up someone would be detrimental to the station and the surrounding neighborhoods.</p> <p>I have lived in the area for over 30 years, including my teenage & college years, and recall being dropped off to head to the airport (DCA) or returning. I also used the drop off/pick up function to pickup my parents when they would travel as an alternative to driving to the airport.</p> <p>Today with many "ride share" services such as Uber and Lift, the need for a dedicated pickup/drop off area is needed even more. And trying to mix traditional taxi's with the ride share service and other personal vehicles is not practical either. If the drop off/pickup area is eliminated from the metro station I feel it would force those who would use that service to either drive to alternative stations, skip metro all together and drive to their final destination, or find alternative "unregulated" locations.</p> <p>One of my biggest fears is that word will get out about the entrance on the South side of the Station, directly from Barry Road. This is an entrance at the end of a small residential neighborhood that would be extremely disrupted if visitors realized there was a cul-de-sac at the end where cars can wait and pick up or drop off people. Right now very few use this path, as it is very gravelly and requires going thru the VRE side of the station and down a large set of stairs, but given no alternative it could become a "make shift" drop off/pickup point.</p> <p>Additionally I would also mention that the Fairfax County Park Authority is working to extend bike/walking trails to the metro station from the neighborhoods directly south of the Metro station, and would like to see those improvements coordinated with the frontier drive project. One of the main issues now is the Metro and VRE rail tracks block walking & bike access to</p>

Comments Received for the Record Through WMATA's Online Survey

	Frontier Drive, forcing you to go up and thru the metro station. If there was a way to have a dedicated tunnel or bridge connecting these shared walkways it would also be a big improvement and help alleviate the need to drive to Springfield Mall/Town Center area for people close by.
46	I am in favor of the proposal to add a light at Frontier and Metro Center Drive. I currently commute to the TSA building and, since this road is currently private, I must drive around to Loisdale Road in order to access my work building.
47	I am in total agreement with the proposal.
48	I am very concerned with proposals to add more traffic signals, which are associated with unnecessary air and noise pollution, more serious, high-speed accidents, and lower capacity. This is well known among progressive traffic engineers. Please take this into consideration as you design these roadways. The Insurance Institute for Highway Safety has reported, when stop signs or traffic signals were replaced by roundabouts at intersections, overall crashes dropped 37 percent, injury crashes by 75 percent, and fatalities by 90 percent. See also this recitation of roundabout benefits: https://wsdot.wa.gov/Safety/roundabouts/benefits.htm Thank you for considering my views.
49	I approve the plan!
50	I do like that new bus bays will be added, because there are a lot of buses that go to Franconia-Springfield on weekdays, and it can be confusing. However, I don't understand why the passenger drop-off area is being removed. Where are people supposed to drop off passengers? With this being a heavily suburban area, there isn't a lot of bus availability on weekends, and it's common to drop people off or Uber to get access to the station, especially on weekends.
51	I do not agree with the elimination of the pick-up and drop-off area for the Franconia-Springfield Metro station. There are many times I need to be dropped off and picked up by a family member at this station.
52	I fully support these proposed improvements but as a Springfield resident I do not want the Kiss and Ride portion of the project to be eliminated. Please provide an alternative to this conflict.
53	I have used the pick up and drop off area many times. Removing the pickup and drop off is not a good plan.
54	I like the idea
55	I oppose eliminating the pick-up/drop-off area. Traffic is already congested by those parking along the street for pickups, and those who stop at the crosswalk to drop-off.
56	I ride the metro to and from work everyday, and have for years. I need my wife to drop me off and pick me up because we only have one car. How am I supposed to use the metro if the plans remove pick up and drop off? Many of us depend on this feature. If it's removed, i'm concerned people will stop out front and create congestion. Is there possibly an alternative? This is really concerning to me.
57	I see no need for change. I vote no for any modification.

Comments Received for the Record Through WMATA's Online Survey

58	I STRONGLY protest the elimination of the pick up and drop off area for the Franconia-Springfield Metro station. That is a very valuable part of the station! It is what makes it convenient for me to say "take the Metro, I will pick you up from there", instead of going to pick the people up at their origin. I'm amazed that VDOT would even consider this, because this is a heavily used feature of the station, and people don't linger in this area - they pick up or drop off, then depart. You are taking away one of the most desirable features of the Metro if you do away with pick up and drop off area.
59	I support this change
60	I support this project, especially the Loisdale access.
61	I think it's a terrible mistake to get rid of the pick up/drop off area. Why would you intentionally make getting to/from the Metro more difficult for those who can't park or take a bus to get there? That's very shortsighted. For goodness sake, keep Metro accessible for everyone, including those without a car who need a ride to get there. This is especially true on weekends when many buses don't run.
62	I think it's a good idea to open up the road from loisdale rd to the Metro station. When is the work supposed to start? I think the drop off/ pick-up area should stay. Will waiting taxi cabs still be available after the work is complete?
63	I think the congestion that will occur will be excessive. I highly recommend Reducing the footprint for this project
64	I think this is a waste of money. Metro ridership is down and won't be back because of remote work. Metro should focus on reducing crime and fixing its fleet of trains before it considered any capital expansions.
65	I would like for metro to come to Woodbridge.
66	I would still want a pick up/ drop off area
67	<p>I write to oppose eliminating the pick-up/drop-off area at Franconia-Springfield Station. If that is the "kiss and ride" area, it would be missed. It has been very useful to me and my family.</p> <p>Additionally I would like to suggest an improvement that would make a big positive difference. On the pedestrian bridge from the parking garage, there should be an automated sign indicating when the next trains leave and what their destinations are. As things stand now, one can't see a sign like this until after they are over the bridge and have turned left. If people could see this information on the bridge, though, they could estimate how quickly to walk (quickly if there's a desired train leaving imminently, or at a leisurely pace if not). It's frustrating not to have this information while walking over the pedestrian bridge. Thanks!</p>
68	I've only used the metro station with the pick up and drop off area, so I don't understand how you plan to handle people accessing the station without any kiss and ride area.
69	If you eliminate the pick-up/drop-off area, where will people go to be picked-up or dropped-off? This is an essential feature of the station. People depend on it.

Comments Received for the Record Through WMATA's Online Survey

70	<p>if you remove the pick-up/drop-off area.....where will those activities take place? A large majority of this station's population uses that area.</p> <p>traffic light location is not well communicated, which tells me it will negatively impact traffic. be careful of this, where ever you put them...secrets secrets....</p>
71	<p>I'm all for it if it means that it will help alleviate traffic congestion in the area.</p>
72	<p>I'm in favor of the proposal. It will relieve traffic congestion and encourage more people to use Metro public transportation.</p>
73	<p>I'm unsure what you mean by the pick-up/drop-off area. if you mean the area within the garage itself, please don't remove that, it is a much more accessible and convenient even for car pickups, if anything the outside line should be eliminated as it causes traffic to backup and people seem to misuse it anyway, I see people (mostly ride-shares) waiting for a long time in that line when it really should just be for quick drop-offs or only pickup if the person is actually there.</p>
74	<p>Improved road connections are important, and this connection will not only serve the station but also improve access to Springfield Mall and the Franconia-Springfield Parkway. Given the traffic issues in this area, perhaps there are more efficient designs. The braided ramp will be a substantial cost for minimal benefit. Removing the access loop would add delay for people going to the station from the east at the benefit of those leaving to the west. Money would be better spent improving the interchange at Frontier Drive to turn it into a more efficient design that doesn't require a double-split phase condition.</p>
75	<p>In regards to "Eliminate the pick-up/drop-off area at Franconia-Springfield Station." Are you insane! I've gone to the pickup drop off area and there are so many cars waiting there isn't enough room to pull into the designated space for it. You are then sitting blocking a lane of traffic. Especially being a last stop on the line people need a place that they can wait in their cars for 5-10 minutes without needing to park in the garage. The bus routes don't reach everyone who uses this station, as such no matter how many buses you put in there will be pick up and drop offs from people using passenger vehicles. Those passenger vehicles need a space to safely stop and wait, other wise people will find unsafe places to stop and wait.</p>
76	<p>It does not make any sense to eliminate the drop off/pickup area. To the contrary this area should be improve to make it easier to drop off or pick up passengers. The buses should have their own separate access to and from the station to keep them from mixing with the cars leaving and entering the station.</p>
77	<p>It is a mistake to eliminate the drop/pickup areas in front of the station. Where would commuters be dropped off and pickup? on Frontier Drive? What about the handicapped that must be dropped off to use the metro station? What are the new accommodations for those who must use drop off and pickup?</p>
78	<p>Keep the pick-up/drop-off area at Franconia-Springfield Station. The flow it provides, for pickup out of the way of busses, is very successful. Disturbing this flow will lead to a lot of stress and increase the risk of accidents.</p>
79	<p>Like the project</p>

Comments Received for the Record Through WMATA's Online Survey

80	Please don't eliminate pickup/drop off. This is very useful. Also, if you can make it so people with luggage don't have such a hard time crossing the street to get to taxis. I usually have to walk through above ground walkway to the parking lot, then take the elevators down to more easily access taxis. Such a huge effort. When you have 2-3 rolling luggage, it really helps to make it so that I don't have to pickup over sidewalk drop offs, etc. Also, by moving the street, it actually makes it less accessible from people coming from the mall. Will you keep the busses from the mall? Cars have a straight shot there. With this, they now have a much out-of-the-way drive to get to the parking lot. Suggest you put the money into more parking! And long term parking!!!!!!!!!!
81	Please don't eliminate the drop off pick up lane.
82	No. Leave everything exactly the way it is. We need that drop off/pickup area more than more bus bays at F-S. Scrap the whole stupid plan to change F-S and leave it exactly the way it is
83	None of this is worthy of the time it money.
84	Please don't eliminate pickup/drop off. This is very useful. Also, if you can make it so people with luggage don't have such a hard time crossing the street to get to taxis. I usually have to walk through above ground walkway to the parking lot, then take the elevators down to more easily access taxis. Such a huge effort. When you have 2-3 rolling luggage, it really helps to make it so that I don't have to pickup over sidewalk drop offs, etc. Also, by moving the street, it actually makes it less accessible from people coming from the mall. Will you keep the busses from the mall? Cars have a straight shot there. With this, they now have a much out-of-the-way drive to get to the parking lot. Suggest you put the money into more parking! And long term parking!!!!!!!!!!
85	Please don't eliminate the drop off pick up lane.
86	Please clarify the eliminate the drop-off and pick-up area. To completely eliminate any place to easily drop off and pickup passengers is ludicrous. Many people from Northern VA use this station to access DCA and bus operations and rely on drop off /pickup to use the station. There must be some means of easily looping around to drop off or pick up as there is today.
87	Please do away with any passenger drop off and pick up on frontier drive in front of the station. This causes massive back up, cars stop in both lanes, pedestrians exiting each side of vehicles make this a very dangerous road. There is a kiss and ride that has an elevated walkway that is not used. Find a way to divert all drop offs and pick ups to that area, as designed.
88	Please do NOT eliminate the drop-off / pick-up area at the station! Everyone I know has used that at this station. We pick up family members who are flying in and out of Reagan as well as visitors who come to town and want to use the metro. If you eliminate it please provide an area for free short-term parking near the entrance/exit. It is a big reason we use the metro and if that is gone, we will definitely be using the metro less.
89	Please do not eliminate the kiss and ride area. This needs to be there prominently, especially as this is at the end of the line. There needs to be a safe and visible area for people to pick up or drop off people from the metro. I have used this many many times when i was late from leaving work and other transportation methods like buses were past running times. I would say that Kiss and ride at the end of metro lines is incredibly important.

Comments Received for the Record Through WMATA's Online Survey

90	Please do not eliminate the pick up and drop off area. You would better serve commuters by enlarging the area. There currently isn't enough area for cars to wait to pick up their loved ones returning from work or the airport. Another parking garage is also needed.
91	Please do not eliminate the pick-up/drop-off area at Franconia-Springfield Station.
92	Please do not remove the pick up and drop off areas. They are very helpful. Otherwise we are going to be sitting and waiting for people in the middle of the road and causing a back up.
93	Please don't change anything. There's nothing so wrong with the current setup that it's worth spending 1.8 million.
94	Please don't eliminate pickup/drop off. This is very useful. Also, if you can make it so people with luggage don't have such a hard time crossing the street to get to taxis. I usually have to walk through above ground walkway to the parking lot, then take the elevators down to more easily access taxis. Such a huge effort. When you have 2-3 rolling luggage, it really helps to make it so that I don't have to pickup over sidewalk drop offs, etc. Also, by moving the street, it actually makes it less accessible from people coming from the mall. Will you keep the busses from the mall? Cars have a straight shot there. With this, they now have a much out-of-the-way drive to get to the parking lot. Suggest you put the money into more parking! And long term parking!!!!!!!!!!!!
95	Please don't eliminate the drop off pick up lane.
96	Please don't eliminate the the pick up/drop off area in front of the metro. That is so convenient and used by so many people. Also, while I feel strongly that there is no need to extend the road, I hope it is done in a way that minimizes the impact to the beautiful nature area around the metro station. Fairfax County and Virginia have this horrible habit of letting developers tear out wooded and natural areas for development, often times development that could be placed elsewhere or could, with some consideration, minimize this destruction. Finally, please consider ways to build a separate bike and walking path at least 10 feet wide along the new road. We need to stop prioritizing cars in this region and need to provide people with other options. The ability to walk, bike, etc should be equally important, if not more important, as making it easier for cars to get to the metro station. The cars first mentality needs to end!
97	Please keep or add an easily accessible drop-off/ pick-up area, as this is the last station on the blue metro line, and also a VRE station
98	Please keep the "kiss and ride" area in some form. It's very important to many riders.
99	Please keep the drop off and pick up areas. It is easier for older folks to navigate when having difficulty walking.
100	Please leave everything as it is. Parking is well designed and does not need any changes.
101	Please make sure the pedestrian pathways from the station and along Frontier Drive remain safe for those who walk between the station and the mall/other locations in the area. I like the proposed changes.

Comments Received for the Record Through WMATA's Online Survey

102	Project looks good and is well-needed. Concerned about removal of drop-off area. This station is a major hub for commuters mixing car and metro, including kiss-and-ride. Kiss-and-ride commuters need to be accounted for in the final design.
103	<p>Really bad idea to "Eliminate the pick-up/drop-off area at Franconia-Springfield Station."</p> <p>If you need to move it, fine - but that Kiss and Ride gets used, and people will continue to do drop offs, just without a supported traffic flow. This plan will only cause congestion and aggravation, opting some to just drive instead. If you move it - please keep the drop off close to keep it worthwhile (go there and watch how many people come in with suitcases and use the kiss and ride to get to National Airport).</p>
104	<p>Removing the drop off and pick up lane is not a good idea. Folks use this area as a safe area to drop off folks at the Metro. It also allows folks to be picked up in a safe zone. If these lanes are removed, where are folks to safely drop off and pick up?</p> <p>As a disabled individual, making myself and other disable folks to have to go to a location further from the metro station will cause us unnecessary issues.</p>
105	Removing the drop off pick up area would negatively effect how I use the metro without a viable drop off alternative.
106	Removing the kiss and ride/ dropoff pickup area is problematic. For me this is the most important feature at the metro station outside of the station platforms and the trains. Recommend explaining how drop offs will be handled in future iterations. I use the drop off location to catch a train to DCA or when my car is in the shop.
107	Removing the pick up and drop off area would make this metro station significantly more difficult to access for the majority of people who use it. Bus service in the area is not frequent or convenient enough to be the primary mode of transportation and there is not enough parking at the station for all riders. This will push people to stop using the metro to commute.
108	Seems reasonable to me.
109	Sounds good. Why eliminate the pickup/drop-off area? Not sure I understand.
110	Thank you for the opportunity to comment. Franconia-Springfield's pick-up/drop-off area is absolutely critical to my and my family's use of this station. I respectfully request that you make pick-up/drop-off space a priority at this station.
111	The current configuration is acceptable and need not be changed.

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- 112 The DC Metro system is a total mess. You all already know that, but to reiterate:
- The 7000 series trains have been out of commission for over a year. People could have been hurt/killed. Who's responsible for safety measures? If they are truly competent at their jobs, they must not be doing their jobs.
 - we read that over 80 (or about half) the drivers have expired licenses. How did it ever get to that point? Who is responsible for putting people's lives at risk? Every one who is responsible for this fiasco needs to lose their jobs immediately and be prosecuted.
 - Metro is in debt and relies on government subsidy (e.g. tax dollars), but has money to invest in land and build housing around stations.
 - We keep getting communications about how metro is concerned about safety. But they cannot invest in simple things like getting the escalators to work, getting stairs dry, getting elevators free of urine smell, protecting passengers from assault. When we think of safety, we are talking about public safety, not safety nest for executives who have no shame in collecting big pension packages when they leave their jobs.
 - Who are the scam artists involved with the silver line expansion? Can metro ever do anything right on time and on budget?
- There are so many problems with the DC metro system. If you really want to improve, take a poll on how passengers really feel about metro. You might just develop a conscience.
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- 113 The main thing Metro could do to improve accessibility would be to run more trains. Focus on getting trains to run much more regularly before you do anything related to road improvements.
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- 114 The pick up and drop off area should not be removed. A lot of people use this throughout the day. I know I have multiple times.
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- 115 The pick up and drop off lane should not be eliminated. More people get picked up by car than Hope on buses. There is no bus route that goes near our house from the Franconia station. What would people do if they share a car? There are people who can't afford to pay for parking in the garage plus paying for metro. If you don't think about the added cost to people you could lose riders! Money is tight for everyone and that needs to be considered!
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- 116 The pick-up and drop-off area at the Franconia-Springfield metro station is essential and should not be eliminated. As the last station on the blue line, many people who live in downtown DC rely on it as a place to meet family/friends for pick up or drop off in personal cars before or after traveling via Metro. This feature makes public transportation attractive and useful.
- Please preserve this important function of the station.
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- 117 The pickup/drop off area is much-used and pretty effective at clearing people and traffic if kept moving. Given this station is so far out, is also a way to reduce parking congestion and related. How will drop-offs be safely replaced?
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- 118 The pickup/dropoff is heavily used and important to this end-of-line station. I have used it multiple times, both as a passenger and a driver. What alternatives are there other than forcing people into the parking garage, which is already congested at rush hour. Will people need a SmartTrip card just to drop people off? If that is not the plan, please communicate the options. Eliminating pickup/dropoff with no alternatives is a horrible idea.
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- 119 The proposed changes for Franconia/Springfield station and Frontier Drive would definitely improve the flow of traffic and enhance arrival/departure from the station.
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Comments Received for the Record Through WMATA's Online Survey

120	The proposed changes look like they will increase congestion rather than decreasing it. There is already a connection to Loisdale Road via Spring Mall and adding a second connection appears to benefit TSA/GSA more than those traveling on Metro. Meanwhile, the removal of Kiss-and-Ride and changing roundabouts into T intersections seems like it will slow up traffic, especially for those dropping off rather than parking at the garage.
121	The station is functional as-is, with extensive parking space, bus and waiting areas, and a functional and effective station. A bus layover area is particularly ridiculous. People are there to move in and move out as rapidly as possible; if private entities want to put in a layover area, they can find that themselves. Recommend returning those tax dollars to taxpayers instead of pulling them in for wasteful projects such as this.
122	There must be a solution to removing the pickup and drop off area. There is very limited long term parking at the station. How are travelers supposed to utilize the station if there is no way for a taxi or friend to pick up/drop off. Also, as a potential commuter via the metro, it is necessary for a single car family to be able to pick up and drop off a commuter.
123	There needs to be a drop off and pick up area. It is fine if the area is moved to a location other than right outside the station front, but a Kiss and Ride area is needed.
124	These changes are going to lead to more "cut through" traffic from drivers not using Metrorail and the additional stop lights will make it harder for me to enter the station from Frontier Drive. What this station needs is more than one entrance from the mall area besides Frontier Drive. You need all these additional stop lights well-timed or this will cause back-ups. I'm quite worried this will make it harder to enter the station.
125	This is a very long time coming to make these improvements. We need a ramp going East bound too without going back around the parking garage road.
126	This plan looks good as long as the walking route is preserved along Barry Road.
127	This plan should be revised this would add congestion to the area and the elimination of the kiss and ride is unacceptable this station has a high volumn of commuters who use the kiss and ride if anything it needs to be reconfigured
128	This seems altogether unnecessary to create more bus bays- I see empty buses 9/10 circulating the neighborhood causing pollution. The passenger pick off and drop off area is critical and I use it very often. Makes public transport more feasible.
129	This sounds good!
130	Turn the little building that housed the Greyhound office into a 7-11 or other concessions store. Sell water, coffee, snacks etc .
131	We are in Springfield Forest -- just to the East of the proposed Frontier Drive extension and associated roadwork. There is a brick wall that exists behind Petsmart and extending south past TGI Friday's. This brick wall is part of the proffers Springfield Forest has had in existence for more than 25 years. We seek assurance that the wall will remain completely in tact as will the sound walls running from the southeast to southwest end of our neighborhood. These walls are essential to the security of our neighborhood as well as reduction of noise spillover from Frontier Drive and the Franconia-Springfield Parkway.

Comments Received for the Record Through WMATA's Online Survey

132	We need better pedestrian safety at this station. Add crosswalks, narrow the roads, improve visibility please.
133	We need someplace for pick up and drop off. What is the plan for that? This is especially important for families that own only one car and not everyone can use metro to get to work.
134	Weave ramps
135	What are plans for pickup and drop off of passengers if you remove the pick up drop off area?
136	Whatever changes are made, please DO NOT ELIMINATE the drop off/pickup area. That is one of the most convenient and heavily used features of the Springfield Metro station. Eliminating it would be a great disservice to the community. I'm disappointed that this is even being considered.
137	Where will "pick up and drop off" occur if you eliminate the current location?
138	Where will passengers be picked up and dropped off if this area is eliminated?
139	While I now telecommute, I used to ride the Metro from the Springfield stop every day with my wife dropping me off and picking me up. The two most important improvements for the Metro property, in my view, are eliminating the drop-off/pick-up lane adjacent to the bus lane and adding direct access to the parking garage from the loop ramp that comes from the Franconia-Springfield Parkway. The pick-up/drop-off lane needs to be removed because it's a source of congestion. It backs up and causes people to stop in the thru lanes, preventing other people from getting through. I would favor expanding the covered area that is presently also used for this purpose, as it's sheltered from storms and it's out of the way of traffic. As for garage entry, right now the one-way access looping around the garage causes some people to make illegal left turns to reach the east side garage access point, rather than just driving up the hill to enter legally.
140	Why in the world would you get rid of pick-up/drop-off? Are you purposely trying to make it harder to use Metro? Are you really going to force people to either take the bus or pay for parking? Seriously, how can you possibly think this is a good idea that serves public interest?
141	Why would the pick-up/drop-off lane be eliminated? It is used a lot. Eliminating that would increase congestion in the area because people will continue to be dropped off and picked up. Keep the lane or develop an area for it.
142	With so many people working from home and many businesses keeping them home permanently it seems like a waste of money.
143	With the elimination of the passenger pick-up/drop-off points (aka "Kiss and Ride") HOW is it proposed to drop off individuals for daily commutes? This is not addressed in the proposal. Secondly, the change to the on and off ramps from Linconia Parkway, how will traffic flow to the mall area be affected?
144	YOU CAN'T REMOVE THE PICKUP/DROP-OFF AREA!!!! THAT'S ABSOLUTELY RIDICULOUS!!!

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- 145 In the flyer detailing the proposed changes to Frontier Drive, one of the points states, "Eliminate the pick-up/drop-off area along the access road median at Franconia-Springfield Station."

It is a terrible idea to eliminate the Kiss and Ride area. During busy times, (morning and evening rush hours) the area is overwhelmed by vehicles dropping off and picking up passengers. If anything, the area should be expanded, certainly not eliminated.

Please reconsider eliminating the area as there must be a dedicated area for passenger pick-up/drop off for the safety of drivers and passengers.

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- 146 Hello, I read the Proposed Changes handed out at the Franconia-Springfield metro station. If the pick-up/drop-off area along the access road median is being eliminated, where will people park if they are dropping off or picking up someone? We currently use the Kiss and Ride parking area for pick up. Will we have to do the same for drop off? Frankly, I think a lot of people will not comply with this and stop along the road for drop-off and bog down traffic there.

Also, will the station be accessible during this construction?

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- 147 Benefits? Not even. For all vehicles coming from the east, instead of a ramp directly into the station, you are adding two left turns at two traffic lights. Given each light cycle will be at least two minutes (It is Fairfax County, after all), each vehicle will have 5 minutes added. Also, it is totally unacceptable to eliminate drop-off/pick-up space. Go back to the drawing board and come up with a reasonable solution! Why not do it green and eliminate the fummy diesel buses and only permit electric ones. You are a quasi-government authority, your VP had a big press conference to tout electric buses. Why not lead the way? We common folk will not go electric until organizations like yours prove it works. (5 year minimum trial run!) Those of us who are not a three-letter agency (TSA, GSA) do not benefit from this. Get the money from them if they want it so bad!@ And stop raising out taxes!

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- 148 Fix the 7000 train and get then back in service before Metro take on anymore projects

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- 149 Getting rid of the pick-up/drop-off median is a non-starter. Especially if the sole purpose is to build new bus bays that will largely be empty or park busses that are primarily empty. This is an important commodity and used heavily by patrons. I don't even use it that much, but would be irate to see it go for 3 new bus bays as I know it is always full, especially during peak times. It is unclear what problem we are solving at the potential cost of approx \$221M. Traffic is not necessarily that bad. There is sometimes a short wait at peak times, but nothing worth spending \$200M over. It is also unclear what transit oriented development solves. Vague terms are not helpful. What does that even mean? I am guessing it is something that WMATA wants to build that we (the travelers) don't want or care about. GSA and TSA are govt owned entities, and if they want fixes, they can request federal funds to fix roads if they need it. The work on the north side of Franconia-Springfield Parkway looks potentially helpful. I know how government \$\$ get spent. VDOT probably has an operating and road improvement budget, needs to prioritize spending allocated dollars, and requests entities to request solutions for them to solve. I am guessing wmata requested this solve...not the patrons. Just an observation.
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Comments Received for the Record Through WMATA's Online Survey

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- 150 I have concerns when I see Eliminate the pick-up/drop-off at the Franconia-Springfield Metro. I live in a single-car household, and ride WMATA to work 2-3 times per week. There are often time when I am not able to drive and park (when I travel for work, if I have late meetings, etc.) which requires my partner, or someone else in my household to drop me off or pick me up from the station. I am curious to know what is the option for those of us who cannot easily walk/bike/bus to the station? I feel like if you have ever been to the station, you know that there are many individuals who get dropped off and picked up.
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- 151 I support the proposed project as it will improve traffic flow around the station and provide improved access to Frontier Dirve.
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- 152 Please just provide good signage if you make changes. Thank you Metro.
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- 153 This is a great idea.
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Comments Received for the Record at July 12 Pubic Hearing

1	Specifically, the proposal to remove the pick-up/drop-off area is completely unacceptable. We do not need more bus bays or an additional entrance. This is a waste of taxpayer dollars.
2	What is the current volume of traffic on Loisdale Road at the intersection with the proposed extension of Frontier Drive? And what is the projected traffic volume once the project is complete?
3	Will Loisdale Road be widened to accommodate higher traffic volume using the intersection with Frontier Drive? Will Loisdale Estates homes that face Loisdale Road face acquisition and demolition to accommodate a widening of Loisdale Road?
4	There are slip lanes in several places in the design. Slip lanes are exceedingly dangerous for people walking and biking, and they encourage drivers to move fast and not yield with minimal gain in their drive time. Slip lanes should not be used in a dense transportation area where people will be walking and biking to/from the station. Most of the curb radii are large and encourage high car speeds, and they also expand the road space people must cross, increasing conflicts between people and cars. The curb radii should be significantly reduced.
5	Who (VODT? WMATA? FCDOT?) is responsible for the path adjacent to Franconia Springfield Parkway and the Metro Police facility that connects Frontier Drive and Metropolitan Center Drive? This is a crucial connection to the Metro and the path is in such poor condition. It is literally sliding off the roadway embankment. West of the Metro Police facility, toward Metropolitan Center Drive, sinkholes, massive tree roots, and unmaintained, overgrown vegetation have destroyed the path. The remnants of a fractured, jagged, metal bollard stick out about 5 inches in the middle of the path around a blind turn with overgrown vegetation.
6	1-Will any of the homes on Melia St lose any property footage. if no, how close will these roads come to the property lline of these homes on Melia St
7	If the drop off/pick up area is removed from the outside lanes of the Metro station, where will it be relocated? I anticipate more congestion moving through the first floor of the additional parking lot during peak hours.
8	What is the current anticipated schedule for completion of the Frontier Drive extension?
9	Regarding the soundbarrier on the Springfield Forest portion of the project, this appeared to be a future decision. Is the decision only regarding the size of the barrier to replace the exiting barrier or some other consideration?
10	Please explain how passengers from train will access the new Kiss and Ride across the road?
11	What is the estimated loss of acres of tree canopy? What mitigation is planned for the loss of canopy and carbon capture services?
12	How high will the new sound walls be? What are the walls materials? Is there a slide that shows the sound wall locations?
13	With the Fraconia extension, you are proposing lossing a building with business and leaving two abanded buildings
14	Can VDOT please fix the signal at the intersection of Springfield Center Drive and Loisdale, before unleashing the additional traffic from the extension of Frontier Drive? Currently, people turning right from Springfield Center onto Loisdale trigger unnecessary red lights in both directions on Loisdale.
15	Improved bicycle access is appreciated. The project should include repair and maintenance of the existing bike path running west from Metro to Loisdale just south of the Parkway.
16	Which school is going to be affected?

Comments Received for the Record at July 12 Pubic Hearing

17	How much of the private property on Lois dr is going to be acquired?
18	It appears the stormwater control ponds will come at the expense of tree canopy. Can't we preserve trees by putting stormwater control chambers beneath pavement?
19	Has there been any discussion about establishing a special tax district to tax people that nearby to help pay for the project?
20	Environmental impacts are cumulative for all projects in the area. Are impacts of other projects considered, especially the Atlantic Gateway railroad expansion?
21	How is the pedestrian crossing controlled to access the Kiss and Ride? Is there an electronic stop sign or do you dodge the cars?
22	What does the 1610 linear feet of stream impacts encompass? Is the stream being moved or re-directed?
23	This is not a question but a comment. These consultants should have had more information at this time. Their excuse that things will be worked out later is unacceptable. Very disappointed in this presentation.
24	Any upgrade hasn't fixed that problem. It was still happening yesterday.
25	Will the Layton Drive homes be affected?
26	From Dana Kauffman - Wish to thank Delegate Watts, Fairfax Board Chair Jeff McKay and Supervisor Rodney Lusk for thier early support to have NOVA's concerns addressed. The changes to access to our medical education campus, as proposed by VDOT and County staff meet our needs. Thank you for listening and taking action.
27	Does VDOT stormwater pond design take into account increased precipitation expected as a result of climate change?
28	Long Branch is a small stream unless and until we have the moderate to large rain events which are coming more frequently. I hope stormwater management encompasses future potential rainfall totals and is not based on past few decades. Thank you.
29	Are improvements planned for access to the path that starts at the southwest corner of Frontier Drive/Franconia-Springfield Parkway and is adjacent to the metro police property? Right now, there is no signage, no lighting, and the vegetation is always overgrown. The path's asphalt condition is very poor. It's not clear that a path is available there. It's a confusing and uncomfortable experience for people walking and biking.
30	Springfield Forest is particularly concerned about noise and security when the project begins. If the current brick wall is brought down (west side of our community between us and Springfield Commons) pedestrian traffic would easily have access to our community. There is already significant crime in the Springfield Mall/Town Center area -- we need assurance that a hard wall be in place during any construction.
31	How will Metro communicate with riders when the changes at the station will occur?
32	Where will I find the recording subsequent to the meeting?
33	where are you in terms of funding? what is the timeline?
34	For Metro, will buses be delayed during construction?

Comments Received for the Record Through VDOT Comment Portal

1	I am NOT in favor of this project. Specifically, the proposal to remove the pick-up/drop-off area is completely unacceptable. We do not need more bus bays or an additional entrance. This is a waste of taxpayer dollars.
2	I was unable to attend the public hearing regarding the proposed Frontier Drive Extension and Braided Ramps (State Project No: 2677-029-204, P101, R201, C501; UPC 106742), however, after reviewing the materials available online, I have the following recommendation: Construct a paved pathway from the terminus of Greenleaf Street to the proposed shared-use sidewalk along the braided ramps. Alternatively, improve the existing, but heavily eroded dirt pathway that connects the corner of Melia and Hackberry Streets to the existing paved multi-use trail. This would greatly improve walking and biking access to the Metro station from the Springfield Forest community located immediately north. Options are highlighted below in pink. Either option would be confined to existing VDOT or WMATA property.
3	Is it envisioned that afternoon traffic using the Frontier Drive extension to Loisdale Road will originate from within the extension (ie. METRO Transit Center, TSA, GSA, INOVA Nursing School, etc. or from businesses fronting on the existing portion of Frontier Drive? What percentage of traffic will originate from inside vs outside the Extension? Although the western extent of the current project ends at it's intersection with Loisdale Road, available planning documents do not assess the impact of the Frontier Drive extension on Loisdale Road. Has consideration been given to the adverse impact to traffic on Loisdale Road due to the completed Frontier Drive Extension? Is the traffic impact on Loisdale Road likely to revive the earlier VDOT plan to increase Loisdale Road to 4-lanes by removing all the homes currently facing Loisdale Road?
4	Do not have Fairfax tax dollars fund this. Make GSA or TSA or FAA fund it.
5	Overall, I believe this is a good project to alleviate the traffic congestion but I believe the Virginia DOT needs to take into consideration the needs of the many public transportation and non-car commuters in the area. Please address the concerns of this population to minimize disturbances. This will be a huge disruption to vehicular, pedestrian, and biking traffic from both commuters and those living in the immediate area, affecting commute times, noise, etc. Question: There are many people, myself included, who live in the Greenwood HOA on the far side of the metro and utilize the walking/biking path to get to and from the metro. A major part of the construction will be planned for the end of the path. Will pedestrians and bikers be able to use the path still? Others use the path leading to the hospital and the commercial building next door, which likewise crosses near the construction zone. Likewise, there are many pedestrians and bikers who walk to and from the mall, apartments near the mall, TSA, NoVa Community College, etc. What is the plan to ensure this remains a safe commuting spot? Question: There are many shuttles (TSA, hotels, senior living facilities, etc.) and ride share services that drop off at the kiss and ride area, as well as many commuters who are picked up there. Will there be adequate spots for them? Also recommend possibly having a separate shuttle/ride share drop off as it gets incredibly congested there.

Comments Received for the Record Through VDOT Comment Portal

6	<p>In the flyer detailing the proposed changes to Frontier Drive, one of the points states, "Eliminate the pick-up/drop-off area along the access road median at Franconia-Springfield Station."</p> <p>It is a terrible idea to eliminate the Kiss and Ride area. During busy times, (morning and evening rush hours) the area is overwhelmed by vehicles dropping off and picking up passengers. If anything, the area should be expanded, certainly not eliminated.</p> <p>Please reconsider eliminating the area as there must be a dedicated area for passenger pick-up/drop off for the safety of drivers and passengers.</p>
7	<p>I have checked the project website for the subject project but the presentation is still not available a week after the public meeting. I was unfortunately unable to attend the meeting but would still like to provide comments. Can you please post the presentation asap? You may also consider extending the comment period because of this issue.</p>
8	<p>It has been known for some time that the FBI is considering the Springfield TSA/GSA site as a potential location for a new FBI Headquarters adjacent to the Franconia-Springfield Metro station.</p> <p>Is VDOT working with the Virginia state Senators and Representatives team (who have publicly advocated to Congress and the Biden Administration to bring the FBI to Springfield) as well as the Lee District to take into consideration the potential for an FBI HQ site adjacent to the Metro such that the Frontier Drive developments will not harm Springfield's chances of being chosen as the FBI HQ site? Is VDOT considering lane developments to bolster the opportunity for the FBI HQ by providing increased vehicle security checkpoints and access?</p> <p>As of June 2022, Senators Tim Kaine and Mark Warner hint at support for the Springfield location for the FBI HQ, as per this official statement from the Senators: https://www.warner.senate.gov/public/index.cfm/2022/6/northern-virginia-delegation-statement-on-future-location-of-fbi-headquarters</p>
9	<p>Sent Attachment in support of the proposed improvements</p>
10	<p>I read the Proposed Changes handed out at the Franconia-Springfield metro station. If the pick-up/drop-off area along the access road median is being eliminated, where will people park if they are dropping off or picking up someone? We currently use the Kiss and Ride parking area for pick up. Will we have to do the same for drop off? Frankly, I think a lot of people will not comply with this and stop along the road for drop-off and bog down traffic there. Also, will the station be accessible during this construction?</p>

11	<p>I recently became aware of the proposed re-alignment and reconstruction of the roads surrounding the Franconia-Springfield Metro station and wish to provide my suggestions and my observations from my prior ten years of using the station.</p> <p>First and foremost, I do want to recognize that the project includes improvements in pedestrian and bicycle access, which are important and to be praised given how much of an afterthought these facilities usually are in VDOT projects. I especially appreciate that it was mentioned that on road bike lanes were removed in favor of a 10ft wide mixed use path. Though I prefer separated bike facilities, on street bike "lanes" such as on nearby Beulah St. are not conducive to actual use by a sane cyclist. The bike lane on Walker Ln, which has a much more realistic buffer zone, while not perfect given it has no barrier to cars, is still an improvement. My point is that narrow bike lanes in the gutter are terrible and worse than no bike lanes at all in practical use, so I appreciate that a real path is considered as part of this plan.</p> <p>My primary concern is the over-reliance on car dependency for a transit station. It appears that a great deal of the land and expense is to add more lanes and direct more traffic to bolster the least effective use of this station. The metro system and these stations represent millions of dollars of investment in transit. Multilevel parking and single car access is the most costly and least efficient use the investment in Metro and the land surrounding a Metro station. Greater emphasis on bus access as well as nearby pedestrian and bike access should be the priority. A transit station surrounded by parking and 4+ lane roads is a failure of planning and an economic waste. To maximize the value of the transit investment, the ridership access should be maximized and single occupant cars being stored all day in a parking garage is the least productive way to accomplish that. To spend \$200 million dollars on roads for a few thousand people to drive to a metro station is a gross mismanagement of scarce transportation dollars and would only serve to lock in poor land use around that station for decades to come. People do not like to walk by rivers of loud cars speeding through the area. Your plan calls for even more lanes of cars and upwards of 30 foot tall sound walls, such that the built environment will be extremely unpleasant for everyone, but especially those not in cars. The reduction in tree cover makes the area even more hostile and unpleasant for those not in a car. I urge a reconsideration of the focus of this investment.</p> <p>Recognizing that it is unlikely that VDOT will consider a reduction in car lanes, the proposed plan itself seems to not reflect the reality of how people are likely to use the environment and results in needless expense and complexity.</p> <p>The proposed drop off arrangement (or kiss and ride) is unrealistic.</p> <p>You have a merge at the left arrow above, that is similar to today. I can tell you from the years I spent waiting at that particular location and observing people that neighborhood shuttles, car dealership shuttle, hotel shuttles and other random people line up along that entryway and block it to one lane. Then the other lane gets stoppage as people double park to do their pickup around the idling shuttles. I do not expect that situation to change with the other changes proposed for the station. You are going to have reduction to a single lane and then the mixed merge area on the left will be a choke point.</p> <p>On the right you have access to the kiss and ride from westbound Franconia-Springfield Parkway. It was not mentioned in the presentation (I watched the recording), but I have to assume you are going to change the bus routing to have them go in from the new ramp and the signal on Frontier rather than using the current loop as the plan calls for removing the cut through near the north-west corner of the West parking garage, so busses would no longer be able to get to the bus bays except via Frontier. I have to ask, why are you allowing cars to still</p>
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<p>make the loop around? You are going to keep a lane and deal with the extra hassle so that a couple of cars don't have to make two lefts when you are going to force all the busses to do so? Again, who is the target user of these plans? It doesn't seem like it is focused on making things easier for the actual transit customers or minimizing ongoing operating expense of traffic signals and interchanges. Single occupancy cars should not be your focus. Those people already have cars and will ditch Metro (and have based on the last two years of traffic and metro ridership data) when it isn't working right (unfortunately more often then not it seems). You should be making it better for the bus and non-car people. You could remove the proposed stop light and return it to a small exit only roundabout. By not having kiss and ride access from the east, you can reverse the flow of the east garage and remove the merge area and direct a lane straight into the East garage by the left red arrow above and out the right side.</p> <p>Further, the removal of the righthand dropoff area (pictured below at left arrow) is not going to stop people from doing what they did every time that area was closed during construction, which was they just did the drop off at the cross walk (the right arrow) and then did not use the kiss and ride garage area. Even when metro police are standing right there, yelling at people and the drop off area was closed and blocked by construction equipment, people still got off in the lanes and at the cross walk because people on foot don't want to walk far and the people in the cars do not want to drive out of their way to drop someone off farther away. I heard in the presentation that you were proposing adding a fence to this area to keep people from walking through there. To me that says that you recognize you are trying to force people to do something they do not want to do. This again is a failure of planning.</p> <p>Additionally, cars would also wait or drop off to the east of the crosswalk (right arrow below) and block that lane of traffic. The take away here is that the majority of cars going through this area did not use the kiss and ride area in the east garage even when blocked from the other options. The design should reflect how people (not just people in cars) are going to use the facility. The more hostile you make it to take the metro, the more people, especially the people you are trying to cater (those in cars) are just going to drive to their destination instead and you just make things worse for the people that do not have other transportation options. There was mention of relying on "enforcement" to ensure people comply, which is again just a recognition of failure in the planning stage. More interactions with police over traffic control increases friction with the public and consumes time officers could be spending on preventing violent interactions on trains (if metro police) or other crimes (if Fairfax County police).</p> <p>So, to summarize, I appreciate that there is consideration given to the needs of those not in cars. I appreciate that the metro station is not ideal currently and could stand some improvements. I do wish to express my dismay and frustration at the waste of economic potential that this proposal would inflict upon the area and finances of Fairfax County by doubling down on low density, expensive personal car use and roads that are wider than need be (and thus more expensive to build and maintain). For economic, environmental and equal access reasons, prioritization of transit and transit users outside of cars should be the focus here, even if it comes at the expense of car users.</p>

Comments Received for the Record Through VDOT Comment Portal

12	<p>I live in the Franconia district. My regular office commute requires that I use the kiss and ride section of the Franconia-Springfield metro station and my biking hobby requires that I pass through the metro station to cross the Franconia-Springfield Parkway interchange at Frontier Drive.</p> <p>I support creation of the throughway to make it easier for bikers and pedestrians to get past the Frontier Dr. and Franconia-Springfield Parkway interchange and down to the I-95 pedestrian overpass. I support improvements to the metro station to make it easier for commuters including changes to the kiss and ride section. I support the creation of a separate shared use path for access for bikers and pedestrians from the east side near the existing spiral entrance to the metro.</p> <p>I have concerns about usage of the covered garage area as the primary kiss and ride location. As the Franconia-Springfield metro is the last on the line, many users reach the station through a personal or rideshare drop off. First, it is currently marked by signage at the metro as the official kiss and ride area but nearly all vehicles drop off on the median instead. How will you change the station to prevent cars from stopping along the median? Second, I don't support usage of the covered garage area as it requires pedestrians to cross two lanes of active traffic to get to the station. Currently they only need to cross one lane of buses which are less numerous and move more slowly than cars. I suggest that either an escalator be put in on the garage side to take pedestrians up to the overpass, or create a kiss and ride drop off zone on the upper floor instead directly in front of the overpass. I see these two options as the only way where cars would not stop in the median anyway to illegally drop off passengers.</p> <p>I additionally have concerns over the bike connection between the eastern station entrance (where the new shared path will take bikers and pedestrians from Franconia-Springfield Parkway down to the metro) and the metro entrance along the newly proposed section of Frontier Dr. (where the jog handle intersection exists). Currently, the obvious path through the metro is along the sidewalk on the northern end of the station to connect to the small, overgrown trail on the northwest side of the station. With the new metro entrance intersection, the best path would then be behind the bus bays and across the station entrance. Neither of these paths currently look like a shared use path (asphalt, marked two way traffic lanes) and I have concerns that bikers would not be able to safely ride along the bus bays. Please consider designing the new station to either have a clearly marked bike path along the northern edge or create a clear shared use path behind the bus bays and around the station entrance.</p>
13	<p>I want to take this opportunity to highlight that President Biden and Congress have nominated the Springfield GSA/TSA site as a potential home for the new FBI Headquarters to be built. Please ensure that any of this Frontier Drive extension work does not put into jeopardy the chance that Springfield could be selected as the new home for the FBI HQ. The FBI HQ would likely require additional road space for security access points and restricted area fences among other requirements. I urge VDOT to preemptively anticipate the needs of an FBI HQ and develop a solution that can still support Springfield as the chosen FBI HQ site. I support any modernized developments in roadways and surroundings in the Springfield area to bolster the appearance and ease of local transportation.</p>

Comments Received for the Record Through VDOT Comment Portal

14	Information paper says "The proposed design includes plans to: Eliminate the pick-up/drop-off area along teh access road median at Franconia-Springfield Station." Exactly what are we supposed to do when we have to drop-off or pick-up somebody? This area needs to be expanded, not eliminated. There are often more cars waiting than the area accommodates.
15	Loisdale Rd has the traffic light installed now and gives Springfield Center Drive undue preference .The minute a car from Springfield Center Drive hits sensor to turn left , it triggers the light to go red on Loisdale Rd not allowing time for traffic to clear intersection .
16	Disruption to metro services, taxpayer costs, and the elimination of pickup/drop off points. This metro station is fundamental to getting to work on a daily basis. This additional disruption for an undetermined length of time, will make metro use even worse than the current conditions.
17	I appreciate that there is a bike path as part of the plan, but there is too much space given to cars. Four lanes or more lanes of road is fiscally and environmentally irresponsible. The goal should be encourage those in the surrounding area to make connections to metro by something other than single occupancy vehicles. A single lane of traffic in each direction for Frontier would reduce the incentive for cars to drive to the station. I could support bus only lanes in the vicinity of the station as well. The discussion of the noise walls also seems out of scale. Rather than turning every place into a walled fortress, reduce the prevalence of the cars that are causing the noise and other forms of pollution. I agree the area needs to be improved, but this heavily car-focused version does not maximize the value of a metro station; rather it merely would extend the fiscal mismanagement of paving over taxable land with untaxed roads and wasting transit adjacent land for car storage.

APPENDIX E: ENVIRONMENTAL EVALUATION

**Franconia-Springfield Metro Station
Frontier Drive Extension**

**Washington Metropolitan Area Transit Authority
(WMATA)
Environmental Evaluation**

June 2022

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Table of Contents

1.0 INTRODUCTION	5
2.0 EXISTING SITE DESCRIPTION	7
2.1 Metrobus and Other Local Bus Providers	7
2.2 Regional Bus Providers.....	9
2.3 VRE	10
2.4 Park & Ride.....	10
2.5 Kiss & Ride and Metered Spaces.....	11
2.6 Bicycle and Pedestrian Access	11
3.0 PROJECT DESCRIPTION.....	13
3.1 Modifications to Parking Facilities	13
3.2 Modifications to Bus Loop	13
3.3 Modifications to Roadway Access	14
3.4 Modifications to Bicycle and Pedestrian Access	15
3.5 Stormwater Management and Drainage Improvements	15
4.0 PROJECT IMPACTS.....	17
4.1 Land Acquisitions, Displacements, and Dispositions	17
4.2 Transportation	17
4.2.1 Parking	17
4.2.2 Traffic	23
4.2.3 Metrorail	23
4.2.4 Local Bus Routes	23
4.2.5 Regional Bus Routes.....	24
4.2.6 VRE	24
4.2.7 Pedestrian and Bicycle Access	24
4.3 Land Use and Zoning.....	25
4.4 Planning Consistency	26
4.5 Neighborhoods and Community Facilities	28
4.6 Environmental Justice Populations	29
4.6.1 Identification of Environmental Justice Populations	29
4.6.2 Assessment of Disproportionately High and Adverse Impacts.....	31

4.7 Cultural Resources	32
4.8 Public Parklands	32
4.9 Wetland and Waters of the U.S.	32
4.9.1 County and State Water Resource Buffers	33
4.10 Floodplains	34
4.11 Water Quality	35
4.12 Air Quality	36
4.13 Forest Stands.....	36
4.14 Threatened and Endangered Species	37
4.15 Utilities	37
4.16 Safety and Security	37
4.17 Hazardous and Contaminated Materials	38
4.18 Noise and Vibration	38
4.19 Secondary and Cumulative Impacts.....	39
4.19.1 Secondary Impacts	39
4.19.2 Cumulative Impacts	39
4.20 Construction Impacts	39
5.0 PUBLIC INVOLVEMENT	42
6.0 REFERENCES	44

Figure 1. Project Location Map	6
Figure 2. Existing Transportation Facilities	7
Figure 3. Existing Parking Garage Entrances/Exits.....	11
Figure 4. Future Parking Garage Entrances/Exits	21
Figure 5. Changes to Kiss & Ride Facilities	22
Figure 6. Existing Zoning Map	25
Figure 7. Existing Land Use Map	26
Figure 8. Neighborhood and Community Map	29
Figure 9. Study Area with Block Groups.....	30
Figure 10. Potential Wetland Area Map	33
Figure 11. Fairfax County Resource Protection Area	34
Figure 12. National Flood Hazard Map	35
Table 1. Local Bus Summary Table.....	8
Table 2. Garage Entry and Exit Peak Time and Count.....	10
Table 3. Summary of Existing and Proposed Garage Access Points	19
Table 4. Land Use and Transportation Plan	26
Table 5. Minority Population and Median Household Income by Block Group	30
Table 6. Minority Population by Group	31

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1.0 INTRODUCTION

WMATA proposes changes to the Franconia-Springfield Metro Station (“Metro Station”), also known as the Franconia-Springfield Transit Center and the Joe Alexander Transportation Center, to accommodate the Frontier Drive Extension and Braided Ramps Project (“Project”). Because the Project includes a modification of Metro Station facilities and station access, this Environmental Evaluation has been prepared to assess the potential effects of this action.

The Project includes the following modifications of WMATA facilities:

- Two new signalized intersections
- Reconfigured access to parking garage
- Add three more bus bays for a total of 15
- Add new bus layover facility
- Eliminate pick-up/drop-off area
- Allows through-traffic to Springfield Center Drive and Loisdale Road, which provides new access to WMATA station from the General Services Administration (GSA) warehouse

To support WMATA Compact requirements, specifically Section 14(c)(1), this Environmental Evaluation describes the Project and documents the potential effects of the Metro Station facility modifications on the human and natural environment in terms of transportation, social, economic, and environmental factors. This Environmental Evaluation only assesses impacts where changes to the Metro facilities are proposed.

The analysis on impacts presented in the Environmental Evaluation is drawn from the Environmental Assessment (EA) for the entire Frontier Drive Extension and Braided Ramps Project prepared by the Virginia Department of Transportation (VDOT) pursuant to the National Environmental Policy Act of 1969 (NEPA) and in accordance with Federal Highway Administration (FHWA) regulations for implementing NEPA (23 CFR 771). VDOT must submit the EA to FHWA and receive a Finding of No Significant Impact (FONSI) before the Project can advance to right-of-way acquisition and construction.

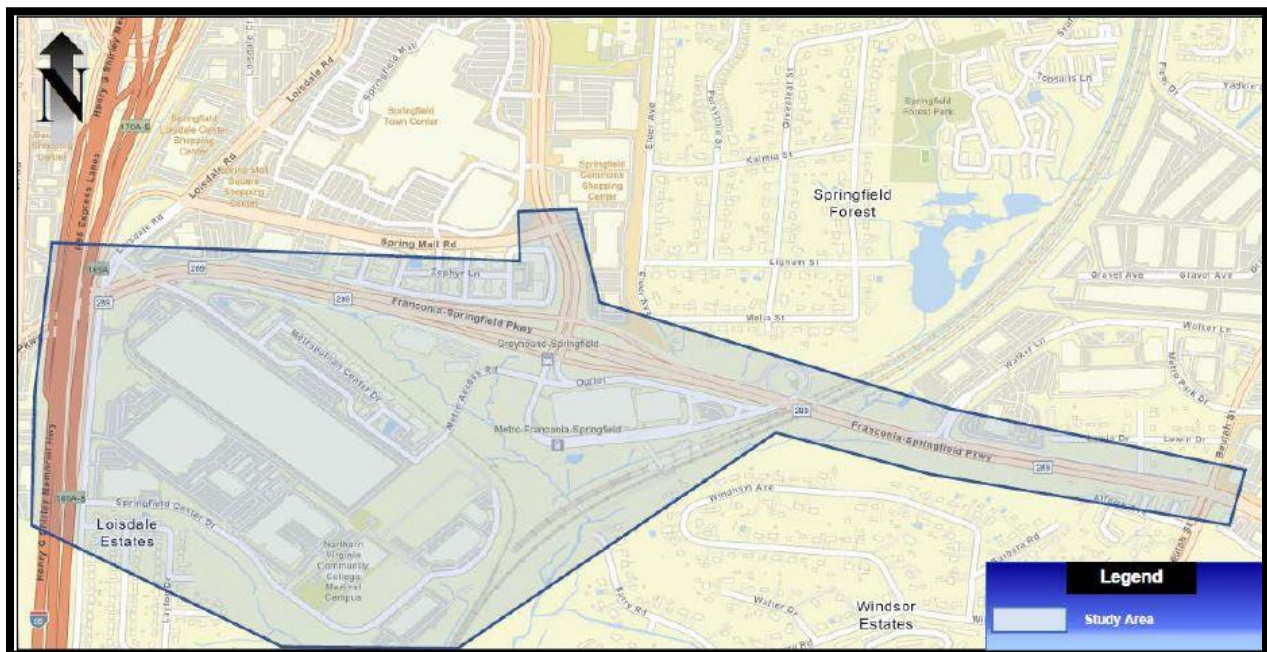
The Frontier Drive Extension and Braided Ramps project is a series of proposed transportation improvements adjacent to WMATA’s Franconia-Springfield Metro Station. The improvements include modifying the existing interchange of Frontier Drive (Route 2677) and Franconia-Springfield Parkway (Route 289) and extending Frontier Drive from its southern terminus at the Metro Station south to Loisdale Road (Route 789).

Franconia-Springfield Metro Station Frontier Drive Extension and Braided Ramps Environmental Evaluation

Of specific interest to WMATA are the changes to the access and circulation in the vicinity of the Metro Station, including the extension of Frontier Drive to Springfield Center Drive

The project area (see project location, or “Project Site” in Figure 1) is in the immediate vicinity of the Franconia-Springfield Metro Station, which is southeast of I-95/I-395/I-495 interchange in Fairfax County, Virginia. Immediately north of the Metro station is the newly renovated Springfield Mall—one of the largest retail submarkets in the County. Southwest of the Metro Station is the new Transportation Security Administration headquarters (opened in 2020) and the GSA warehouse. Extending Frontier Drive will improve accessibility between those sites and the Metro Station. The project location is shown in Figure 1.

Figure 1. Project Location Map



2.0 EXISTING SITE DESCRIPTION

The Franconia-Springfield Metro Station is a major transit hub and is the last Metrorail station on WMATA's Blue Line. It has a commuter-parking garage with approximately 5,100 parking spaces.

Several local and regional bus services serve the Metro Station including Fairfax Connector, Potomac and Rappahannock Transportation Commission ("PRTC") OmniRide Metro Express, Greyhound, and BestBus. The station is also served by Virginia Railway Express ("VRE").

The Metro Station can be accessed from two directions. The primary entrance is located off Frontier Drive and provides access to the Park & Ride garage, Kiss & Ride parking, and the bus loop. The second entrance is accessed via Franconia-Springfield Parkway and comes in at the east side of the Metro Station. However, it is necessary to drive to Frontier Drive to access the parking, pick-up/drop-off, and bus loop facilities. The Metrorail and VRE platforms are accessed by pedestrian bridges.

An overview of the existing transportation facilities (Figure 2) is in the subsections that follow.

Figure 2. Existing Transportation Facilities



2.1 Metrobus and Other Local Bus Providers

No Metrobuses come to the Franconia-Springfield Metro Station. However, the Fairfax Connector operates many routes that serve the Metro Station. PRTC's OmniRide Prince William Metro Express offers connecting service between Dale City, Woodbridge, and the Metro

**Franconia-Springfield Metro Station
Frontier Drive Extension and Braided Ramps
Environmental Evaluation**

Station. The station has 12 bus bays labeled A through M (with no bus bay labeled I). They are saw tooth and in a dedicated bus lane.

See Table 1 for a summary of the local bus service.

Table 1. Local Bus Summary Table

Operator	Route	Termini	Approx. Weekday Headway (minutes)	Span of Service
Fairfax Connector	231	Van Dorn St Metro Station (Counterclockwise)	30-60	Weekdays
Fairfax Connector	232	Van Dorn St Metro Station (Clockwise)	30-60	Weekdays
Fairfax Connector	301	Huntington Metro Station	30-60	Weekdays Peak Periods
Fairfax Connector	305	Newington Forest – Silverbrook Road	30-60	Weekdays Peak Periods
Fairfax Connector	308	Franconia-Springfield – Mt Vernon Hospital	30-45	Monday Through Saturday
Fairfax Connector	310	Franconia Road – Rolling Valley (WB)	20-60	Monday Through Sunday
Fairfax Connector	310	Franconia Road – Rolling Valley (EB)	20-60	Monday Through Sunday
Fairfax Connector	321	Greater Springfield Circulator (Counterclockwise)	30-60	Monday Through Sunday
Fairfax Connector	322	Greater Springfield Circulator (Clockwise)	30-60	Monday Through Sunday
Fairfax Connector	334	Newington Circulator	25-60	Weekdays
Fairfax Connector	335	Fort Belvoir “The Eagle”	20-35	Weekdays Peak Periods

Operator	Route	Termini	Approx. Weekday Headway (minutes)	Span of Service
Fairfax Connector	340	Patriot Ridge – Saratoga	50	Weekdays Off-Peak Periods
Fairfax Connector	341	Boston Boulevard – Saratoga	20-30	Weekdays Peak Periods
Fairfax Connector	350	Springfield Business Circulators	15-20	Weekdays
Fairfax Connector	351	Springfield Business Circulators	15	Weekdays Peak Periods
Fairfax Connector	371	Lorton Park & Rid	30-50	Monday Through Saturday
Fairfax Connector	372	Lorton Park & Ride	30	Weekdays Peak Periods
Fairfax Connector	373	Laurel Crest	30	Weekdays Peak Periods
Fairfax Connector	401	Backlick – Gallows Northbound	10-30	Monday Through Sunday
	402	Backlick – Gallows Southbound	15-30	Monday Through Sunday
Fairfax Connector	494	Lorton – Springfield – Tysons	25-60	Weekdays

2.2 Regional Bus Providers

Greyhound and BestBus provide regional bus service from the Franconia-Springfield Metro Station. Greyhound provides service to many locations including New York City, Richmond, Philadelphia, Roanoke, and Charlotte. BestBus provides service to New York City's Penn Station. The number of trips per day varies.

2.3 VRE

VRE provides weekday directional commuter rail service travelling northbound to Washington, DC and southbound to Fredericksburg during AM and PM peak periods. There are seven northbound trips from Franconia-Springfield in the morning, and eight southbound trips in the afternoon/evening. In the northbound direction, the first train leaves at 6:13AM and the last train leaves at 8:53AM. In the southbound direction, the first train arrives at 1:34PM and the last train arrives at 7:24PM.

2.4 Park & Ride

Approximately 5,069 all day commuter parking spaces are available for public use at the Franconia-Springfield Metro Station. The spaces are contained in two parking garages: West Garage and East Garage. The three-year (2017-2019) average annual weekday peak occupancy is 2,586 (51%). The three-year (2017-2019) average annual mid-week (Tuesday to Thursday) peak occupancy is 2,452 (48%).

Combined, the garages have eight different entrances and exits, which are shown in Figure 3. Table 2 lists the garage entrance/exit, the peak time, and peak count of vehicles entering/exiting. Entrances 1 and 2 have the highest entering usage, and exit 6 has the highest departing usage.

Table 2. Garage Entry and Exit Peak Time and Count

		In/Out	Peak Time	Peak Count
<u>West Garage</u>				
1	Northwest Entrance	In	7:30AM	88
2	Southwest Entrance	In	7:00AM	82
3	South Entrance/Exit	In	7:30AM	18
		Out	6:30PM	26
6	East Exit	Out	5:30PM	89
7	North Entrance/Exit	In	7:45AM	74
		Out	5:30PM	75
<u>East Garage</u>				
4a	Short-Term Parking Exit	Out	4:30PM	23
4b	Short-Term Parking Entrance	In	6:00PM	25
5	East Entrance/Exit	In	7:30AM	10
		Out	6:30PM	52

Figure 3. Existing Parking Garage Entrances/Exits



2.5 Kiss & Ride and Metered Spaces

WMATA operates 110 Kiss & Ride spaces. 85 are in the East Garage and 25 in the surface lot.

2.6 Bicycle and Pedestrian Access

There are on-street bicycle lanes on Frontier Drive north of the ramps to/from eastbound Franconia-Springfield Parkway. They do not continue into the Metro Station. There is a sidewalk on the west side of Frontier Drive, and it continues past the bus bays and Metro/VRE platform entrances. The sidewalk ends as the road turns into an on-ramp from the Franconia-Springfield Parkway. North of the parking garage, there are sidewalks on both sides of the street.

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3.0 PROJECT DESCRIPTION

Changes to the Franconia-Springfield Metro Station facilities are needed to accommodate the Frontier Drive Extension and Braided Ramps Project (“Project”). The Project components of specific interest to WMATA are the changes to the access and circulation in the vicinity of the Metro Station, including the extension of Frontier Drive to Springfield Center Drive.

The Project includes the following modifications of WMATA facilities:

- Two new signalized intersections
- Reconfigured access to parking garage
- Add three more bus bays for a total of 15
- Add new bus layover facility
- Eliminate pick-up/drop-off area
- Allows through-traffic to Springfield Center Drive and Loisdale Road, which provides new access to WMATA station from the General Services Administration (GSA) warehouse

The Project will provide improved access to the existing GSA warehouse complex, support the growth anticipated by the expansion of the GSA warehouse complex, and help fulfill Fairfax County’s goal of converting the warehouse area into an active, mixed-use employment, retail and residential center.

VDOT, in collaboration with WMATA, is planning a series of transportation improvements in the area around the Metro Station. They include improving the existing interchange of Frontier Drive (Route 2677) and Franconia-Springfield Parkway (Route 289) and extending Frontier Drive from its southern terminus at the Franconia-Springfield Metro Station south to Springfield Center Drive and continuing to Loisdale Road (Route 789). Extending Frontier Drive to connect with Springfield Center Drive and the GSA warehouse complex will require building over Long Branch.

3.1 Modifications to Parking Facilities

No modifications to the parking garages are planned. However, modifications to the garages’ eight entrances and exits are proposed. These modifications will impact how drivers access the garages and what directions they can go once they leave the garage. The modifications are described in detail in Section 4.2.1, Project Impacts, Transportation, Parking.

3.2 Modifications to Bus Loop

Three new bus bays are proposed west of the existing bus bays and additional bus layover areas are proposed along the median between the bus loop and the access road.

Bicycle and pedestrian facilities will be upgraded throughout the Metro Station site, including widening of the existing bus bay platform area to allow easier passage of bicyclists through the station area.

A new bus layover lot west of Frontier Drive and south of Franconia-Springfield Parkway is identified as a future project by VDOT.

3.3 Modifications to Roadway Access

The proposed Franconia-Springfield Metro Station improvements include changes to the site circulation for automobiles, buses, pedestrians, and bicyclists as well as changes required due to the conversion of Frontier Drive from a dedicated Metro Station access roadway to a through roadway. All existing access to Frontier Drive or the Franconia-Springfield Parkway is maintained.

The section of Frontier Drive between the Franconia-Springfield Parkway and the reconfigured Metro Station entrance includes two southbound through lanes, three southbound left turn lanes into the Metro Station and/or parking structure entrances and one dedicated left turn lane for buses, a raised median, two northbound through lanes, turn lanes providing access to the parking structure and to the ramp to the eastbound Parkway. A new traffic signal will be provided at the modified Metro Station entrance (at the west side of site), and the movements described above are handled by a jug handle intersection configuration.

A proposed signalized intersection at the east end of the Metro Station will connect the circulation roadways to the existing loop ramp and proposed braided ramps, which provides a connection from the Metro Station to Frontier Drive north of the Parkway without passing through the existing diamond interchange, and a direct connection from the Metro Station to the westbound Parkway. A direct connection from the Metro Station to the eastbound Parkway is also provided.

The proposed extension of Frontier Drive from its current terminus at the Metro Station south to Loisdale Road includes new roadway, a new bridge over Long Branch, and the reconstruction of portions of the existing privately owned Springfield Center Drive as an upgraded VDOT-maintained roadway. The proposed typical section for the Frontier Drive extension includes two 12' lanes in each direction, an 11' raised median, a 10' urban (concrete) shared use path along the southbound side and a 10' asphalt shared use path along the northbound side.

Access to existing facilities to remain will be provided, and the vertical profile of the extension will follow the existing grade to the extent feasible to limit impacts to adjacent parcels.

3.4 Modifications to Bicycle and Pedestrian Access

Bicycle and pedestrian facilities will be provided on each on each side of the Frontier Drive extension, the access road to, and through the Metro Station. Bicycle and pedestrian facilities will be upgraded throughout the Metro Station site, including widening the existing bus bay platform area to allow easier passage of bicyclists through the station area.

3.5 Stormwater Management and Drainage Improvements

In addition to the roadway and bridge over Long Branch, drainage improvements will be provided and utilities will be relocated as required. Stormwater Management (“SWM”) will be provided for the overall project due to the increase in impervious surface area, and the SWM design will include changes to the existing VDOT SWM facility located south of existing Springfield Center Drive. WMATA facilities will not be impacted by the drainage improvements or utilities relocations.

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4.0 PROJECT IMPACTS

This section evaluates the potential environmental effects of the Project elements of specific to WMATA's interests and described in Section 3.

4.1 Land Acquisitions, Displacements, and Dispositions

No displacements are required for the WMATA-specific project elements. The WMATA parking garage will remain although access may be modified. The existing bus loop will remain and be expanded.

WMATA property will be conveyed fee simple for only the right-of-way portion needed for the Frontier Drive extension. Transit facilities Metro Station, including Metrorail, bus loop, etc., would remain within WMATA's control.

4.2 Transportation

4.2.1 Parking

The WMATA parking capacity remains the same. The future development at the GSA warehouse complex will not increase demand for the parking at the Franconia-Springfield Metro Station.

Modifications to the internal vehicular circulation at the Metro Station will change how the different parking garage entrances and exits operate. The changes are summarized below in Table 3 , and Figure 4 shows the garage access points. The identifying numbers on the table align with the numbers on the graphic.

Figure 5 shows the changes to the Kiss & Ride Facilities.

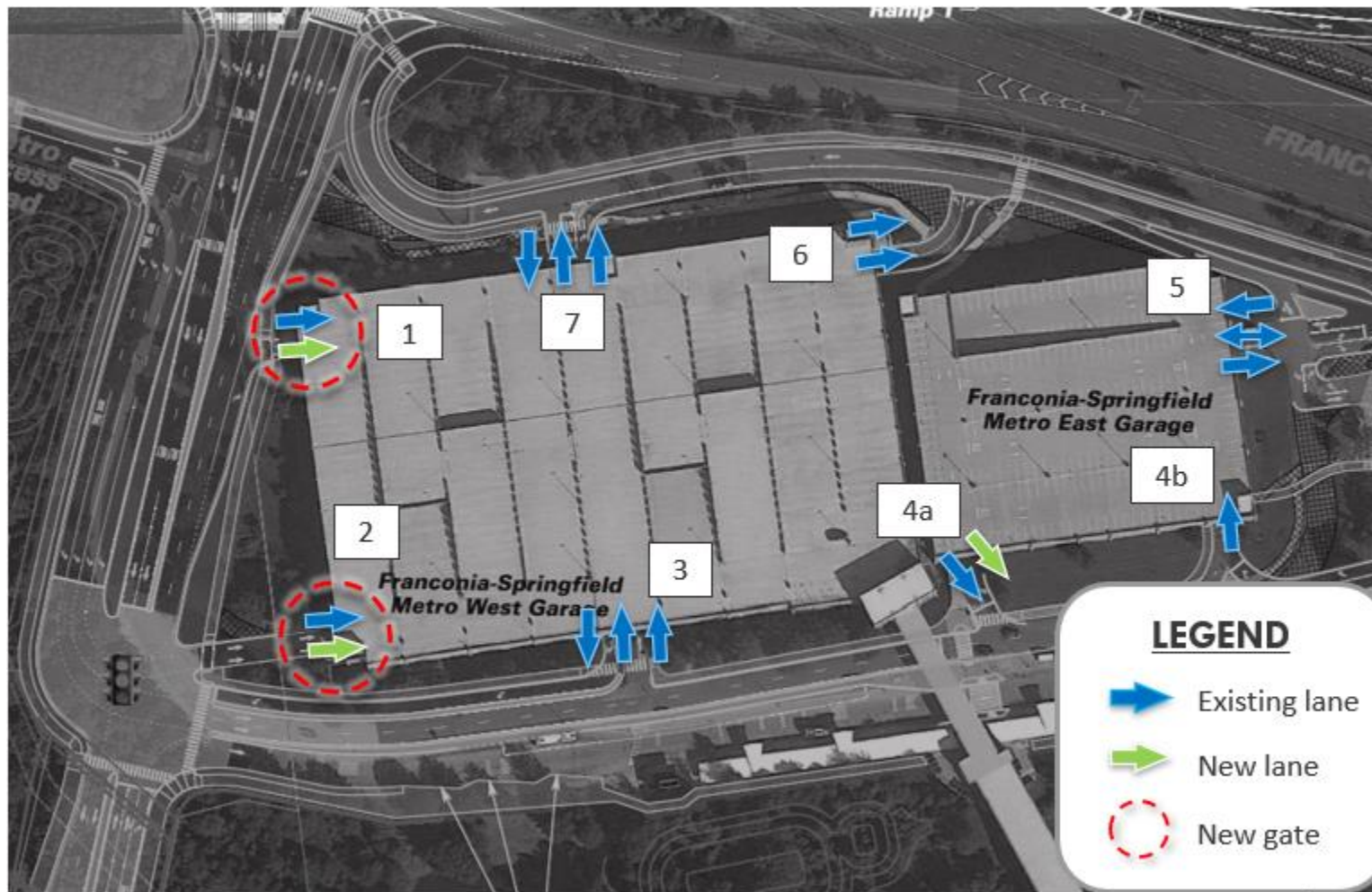
Table 3. Summary of Existing and Proposed Garage Access Points

		Existing Conditions	Proposed Conditions
West Garage			
1	Northwest Entrance	<ul style="list-style-type: none"> • One entrance lane • From Frontier Drive southbound 	<ul style="list-style-type: none"> • Two entrance lanes • From Frontier Drive northbound • From Frontier Drive southbound will require U-turn
2	Southwest Entrance	<ul style="list-style-type: none"> • One entrance lane • From Frontier Drive southbound 	<ul style="list-style-type: none"> • Two entrance lanes • From Frontier Drive southbound, far-left turn at new intersection • From Frontier Drive northbound
3	South Entrance/Exit	<ul style="list-style-type: none"> • One entrance, one exit, and one reversible lane • From Frontier Drive • Exit provides only access to Springfield-Franconia Parkway West ramp 	<ul style="list-style-type: none"> • two entrance lanes and one exit lane • From Frontier Drive • Exit westbound to Frontier Drive only
6	East Exit	<ul style="list-style-type: none"> • Two exit lanes • Northbound on Frontier Drive and eastbound Springfield-Franconia Parkway 	<ul style="list-style-type: none"> • Two exit lanes • One exit toward Franconia-Springfield Parkway West ramp • One exit toward Franconia-Springfield Parkway East ramp
7	North Entrance/Exit	<ul style="list-style-type: none"> • One entrance lane, two exit lanes • Entrance primarily serves vehicles coming from westbound Franconia-Springfield Parkway • Exit to northbound Frontier Drive and eastbound Springfield-Franconia Parkway 	<ul style="list-style-type: none"> • One entrance lane, two exit lanes • Entrance primarily serves vehicles coming from westbound Franconia-Springfield Parkway • One exit toward Franconia-Springfield Parkway West ramp

**Franconia-Springfield Metro Station
Frontier Drive Extension and Braided Ramps
Environmental Evaluation**

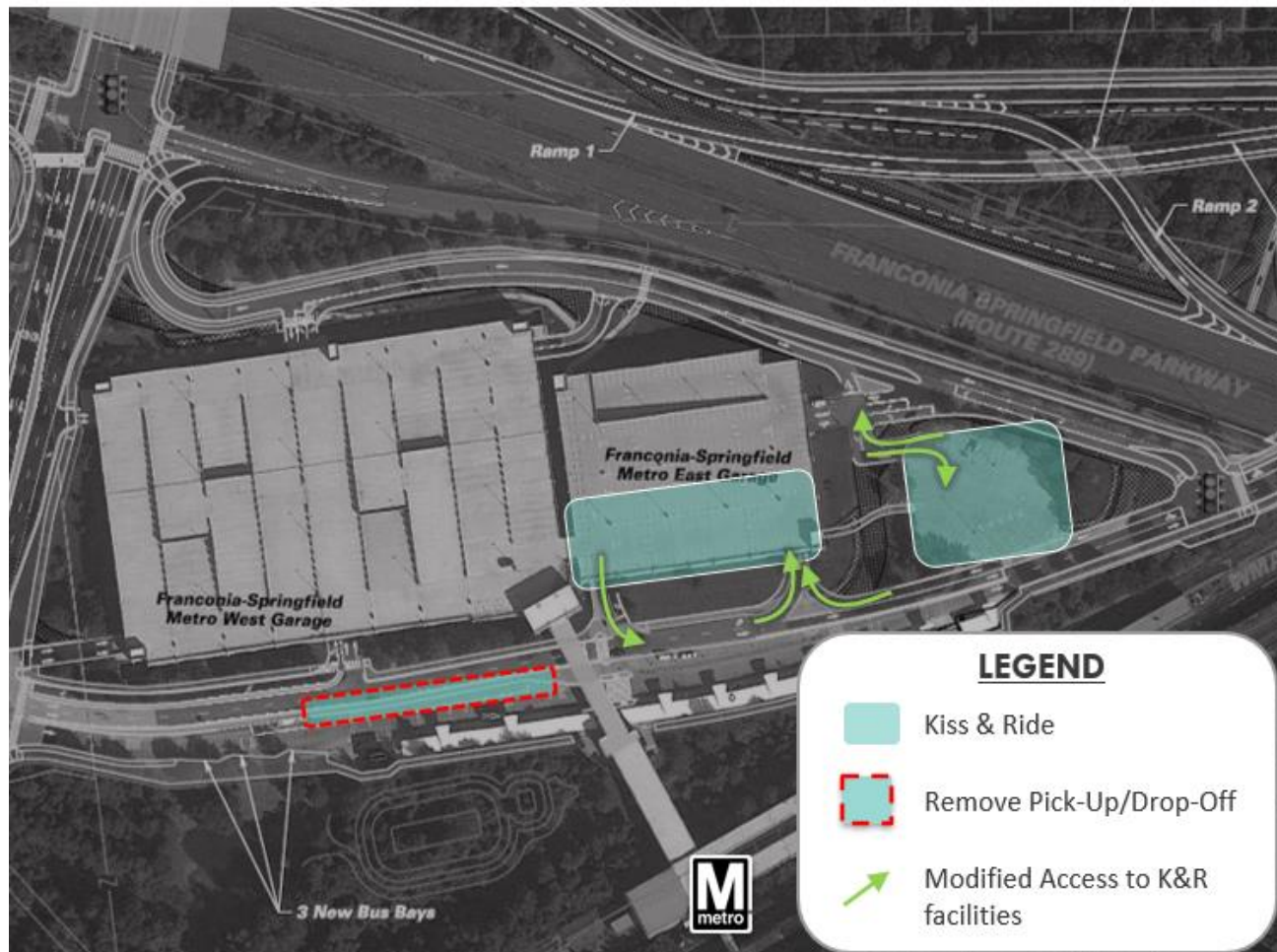
			<ul style="list-style-type: none"> • One exit toward Franconia-Springfield Parkway East ramp
<u>East Garage</u>			
4a	Short-Term Parking Exit	<ul style="list-style-type: none"> • One exit lane • Toward Frontier Drive by going around the garages 	<ul style="list-style-type: none"> • Two exit lanes • Exit westbound; access to all points at traffic light
4b	Short-Term Parking Entrance	<ul style="list-style-type: none"> • One entrance lane • From Frontier Drive 	<ul style="list-style-type: none"> • One entrance lane • Can enter from either east or west
5	East Entrance/Exit	<ul style="list-style-type: none"> • One entrance, one exit, and one reversible lane • Entrance and exit access to/from all directions 	<ul style="list-style-type: none"> • One entrance, one exit, and one reversible lane • Entrance primarily used by vehicles traveling westbound on Franconia-Springfield Parkway •

Figure 4. Future Parking Garage Entrances/Exits



**Franconia-Springfield Metro Station
Frontier Drive Extension and Braided Ramps
Environmental Evaluation**

Figure 5. Changes to Kiss & Ride Facilities



4.2.2 Traffic

The Environmental Analysis prepared by VDOT included a capacity analysis of the Project. The results are for Design Year 2043 and include all the proposed transportation improvements, not just those related to the Franconia-Springfield Metro Station. The future traffic demand calculations included buildout of the GSA site.

The analysis assumes that signal timings are optimized to reflect new signals and changes in traffic demand and lane configurations. A threshold of LOS of 'D' or better was established as "acceptable" per the "Framework Document," which was prepared prior to starting the traffic and safety analysis. The document was reviewed and approved by appropriate key personnel from VDOT before work began.

The Project assumes traffic signalization at the intersections of Frontier Drive Extension and Station Access Road and Station Access Road and Metro East Garage. Based upon the analysis results, all intersections at the Franconia-Springfield Metro Station would operate with acceptable overall LOS of 'D' or better.

Modifying the circulation to and through the Metro Station will change how users access the parking garages. There will be a traffic light at the new intersection at Frontier Drive, and it will be necessary to make a U-turn to access garage entrance 1 (the Northwest entrance of the West Garage.) These are two of the most-heavily used entrances today, and changes to which entrances users use to enter the garages when the modifications occur are expected.

4.2.3 Metrorail

The Project will not be changing Metrorail service. Any increase in ridership at the Metro station due to new employment or residential opportunities associated with the conversion/expansion of the GSA warehouse complex is not expected to be large enough to cause any significant impact on Metrorail operations. An increase in ridership due to the proposed employment uses nearby could make better use of existing Metrorail capacity because of the potential for reverse commute rides.

4.2.4 Local Bus Routes

The Project will not be changing Local Bus service. All routes accessing the bus bays may experience a marginal increase in ridership from people traveling to and from the employment and residential uses associated with the conversion/expansion of the GSA warehouse complex. No permanent impact to bus operations is anticipated.

Changes to internal circulation will require recirculating buses to travel further. Rather than only travel around the existing parking structure, recirculating buses will need to go under Franconia-Springfield, Parkway, travel parallel to it, and then turn left onto Frontier Drive.

Buses turning into the Metro Station will now have an intersection with a traffic light when before the roadway was dedicated for transit users.

4.2.5 Regional Bus Routes

The Project will not be changing Regional Bus service. Greyhound and BestBus would continue to operate from the Metro station, with buses continuing to use the bus bays in the bus loop to pick up and drop off passengers. No permanent impact to Greyhound or BestBus operations is anticipated.

Changes to internal circulation will require recirculating buses to travel further. Rather than only travel around the existing parking structure, recirculating buses will need to go under Franconia-Springfield, Parkway, travel parallel to it, and then turn left onto Frontier Drive. Buses turning into the Metro Station will now have an intersection with a traffic light when before the roadway was dedicated for transit users.

4.2.6 VRE

The Project will not be changing VRE service. VRE may experience a slight increase in ridership as a result of people traveling to and from the employment and residential uses associated with the conversion/expansion of the GSA warehouse complex. No material impact to VRE facilities or operations is anticipated.

4.2.7 Pedestrian and Bicycle Access

The larger project area has a network of Shared Use Paths (SUP) for pedestrian and bicycle use. The Project will provide more SUPs and sidewalks throughout the project area, which will provide increased connectivity and accessibility between land uses. Bicycle and pedestrian improvements along Frontier Drive will better connect the existing infrastructure to and through the Franconia-Springfield Metro Station and will replace current high-stress shared roadway connections with lower stress shared use paths and formal bike lanes.

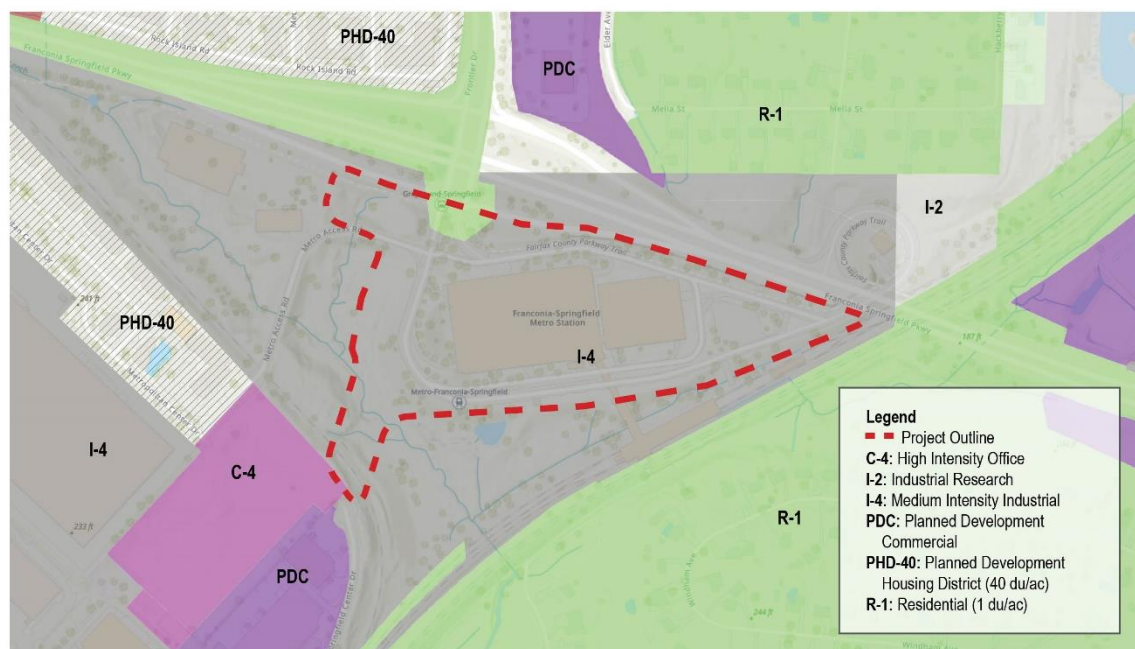
The Project will increase pedestrian and bicycle access facilities. Bicycle and pedestrian facilities will be provided on each on each side of the Frontier Drive extension and the access road to and through the Metro Station. Bicycle and pedestrian facilities will be upgraded throughout the Metro Station site, including widening the existing bus bay platform area to allow easier passage of bicyclists through the station area.

However, because the internal station roadways are currently one-way and will be modified to two-way in some portions, there will be increased complexity for pedestrians and cyclists crossing from one side of the roadway to another.

4.3 Land Use and Zoning

Based on the Fairfax County Zoning District Analyzer, the Franconia-Springfield Metro Station is zoned I-4. The Fairfax County Zoning Ordinance defines I-4 as Medium Intensity Industrial District. The I-4 District allows for a wide range of industrial uses including scientific research, development and training, office, medium-intensity production of goods, and related supply and non-residential activities. All of the WMATA-related improvements are within the I-4 district. Figure 6 shows the existing zoning around the station area.

Figure 6. Existing Zoning Map

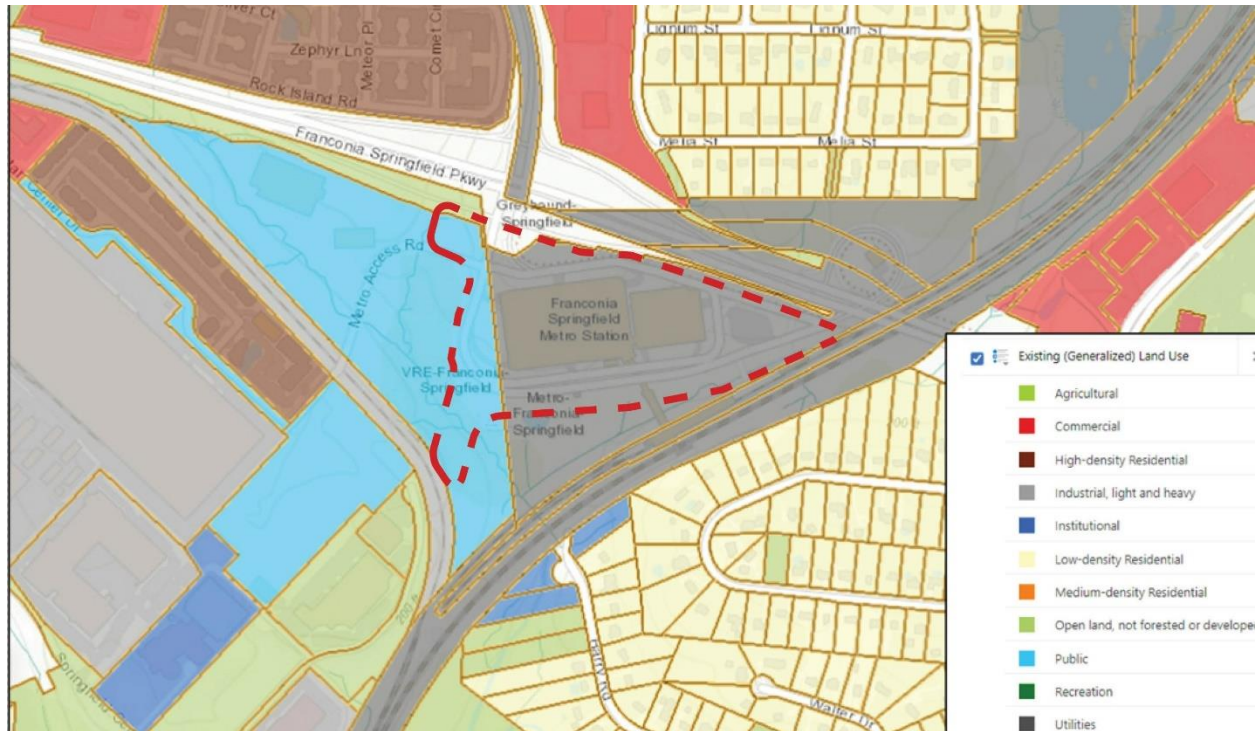


Source: Fairfax County Zoning District Analyzer

According to the Fairfax County General Parcel Report, the existing land use of the parcel containing much of the Project—including the Frontier Road extension and future bus layover area—is Public Facilities, which includes police stations; the WMATA District 2 police facility is in the northwest corner of the site. The parcel directly to its east, which contains the Franconia-Springfield Metro Station, is designated for rail rapid transit, right-of-way, terminals and maintenance. Figure 7 shows the current land use around the station area.

**Franconia-Springfield Metro Station
Frontier Drive Extension and Braided Ramps
Environmental Evaluation**

Figure 7. Existing Land Use Map



Source: Fairfax County Jade

4.4 Planning Consistency

Table 4 identifies applicable local plans and evaluates the Project's consistency with them.

Table 4. Land Use and Transportation Plan

Plan	Description	Author	Date	Inconsistencies
Concept for Future Development Map	Identifies the Franconia-Springfield Station property as one of 11 existing Metrorail stations, and one of 10 Transit Station Areas ("TSAs") in the County. TSAs promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the rail station.	Fairfax County	2012	None
Fairfax County Comprehensive Land Use Plan Map	Identifies the baseline land use recommendation for the station as "Public Facilities, Governmental and Institutional"	Fairfax County	2018	None

Franconia-Springfield Metro Station
Frontier Drive Extension and Braided Ramps
Environmental Evaluation

Plan	Description	Author	Date	Inconsistencies
– Baseline Recommendations	<i>Uses,”</i> and as a Metrorail station. For the adjacent land with the proposed Frontier Drive extension, the map identifies the land use as “ <i>Private Open Space.</i> ” The Comprehensive Plan map indicates the primary land use recommendation should be consulted in conjunction with the Area IV Plan for more detailed recommendations than generally illustrated on the map.			
Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Springfield Planning District, Franconia-Springfield Transit Station Area	Identifies transportation recommendations in the Franconia-Springfield TSA, including greater access to transit resources and a road network expansion that includes the proposed Frontier Drive segment to increase access to the Metrorail station	Fairfax County	2021	None
Countywide Trails Plan map	Identifies the County’s planned, but not yet built, trail system. Recommendations include a Majority Regional Trail System along the southern side of the Franconia Springfield Parkway and multiple major paved trails (asphalt or concrete), which are eight feet (or more) in width along Frontier drive and the northern side of Franconia Springfield Parkway.	Fairfax County	2018	None
Fairfax County Bicycle Master Plan Map	Identifies the existing and planned bicycle facilities countywide with the following recommended improvements: <ul style="list-style-type: none"> - A shared use path along the Frontier Drive extension south of the station - A bike lane along the Frontier Drive extension south of the station 	Fairfax County	2019	None

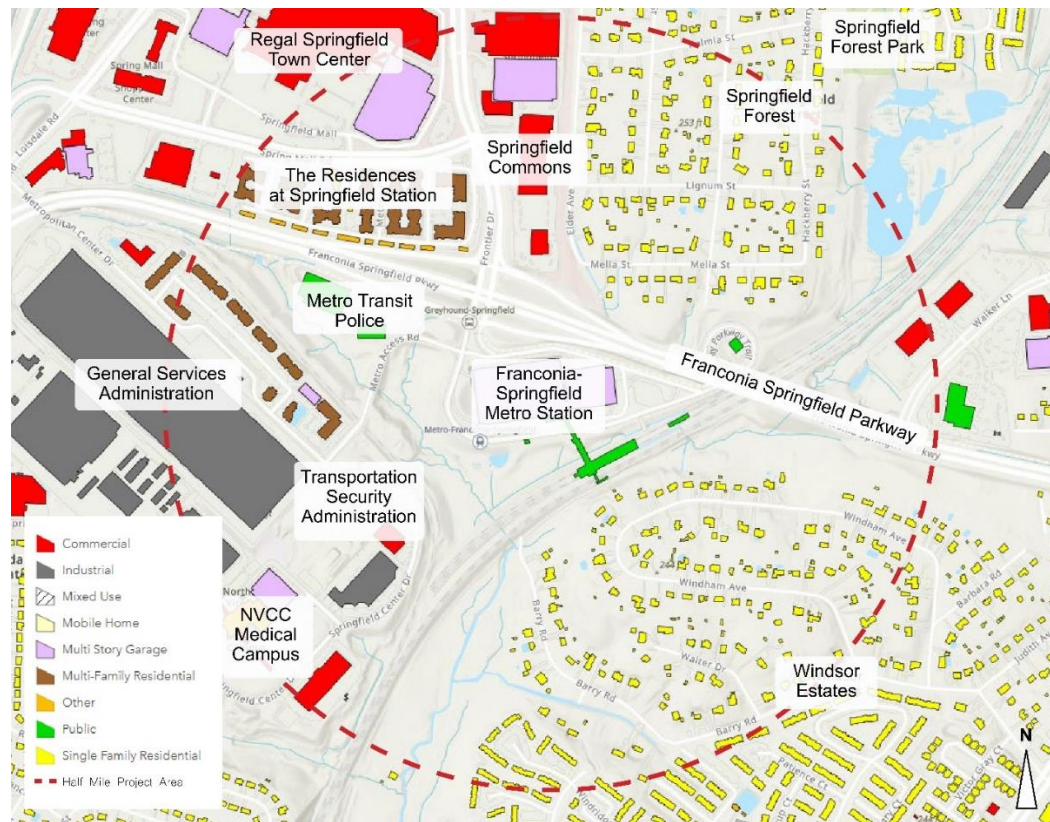
4.5 Neighborhoods and Community Facilities

Adjacent transportation infrastructure—such as Springfield Parkway—separate the Project site from existing residential areas and community facilities (see Figure 8). Within a half-mile of the Project are the Springfield Forest and Windsor Estates residential neighborhoods in addition to the following community facilities:

- Two shopping centers: Springfield Commons Shopping Center and Springfield Town Center
- The Residences at Springfield Station
- Several employment centers including the existing Transportation Security Administration and General Services Administration complex.
- Northern Virginia Community College Medical Campus
- Regional paved and unpaved trails

The proposed access improvements would not create a physical barrier within a neighborhood, isolate a portion of a neighborhood, or have a direct impact on a community facility or access to a community facility. Short-term construction activities are not anticipated to use local neighborhood streets (see section 4.19.2). Figure 8 is a map showing the station area in relation to the surrounding neighborhoods and community facilities.

Figure 8. Neighborhood and Community Map



4.6 Environmental Justice Populations

This section identifies minority and low-income populations (collectively “Environmental Justice Populations”) in the Project area and assesses the potential for any disproportionately high and adverse impacts to those identified populations. Six Census block groups were identified within the half mile study area.

4.6.1 Identification of Environmental Justice Populations

A half-mile radius around the Project area (“Census Project Study Area”) was determined to be the appropriate study area boundary to analyze the presence of Environmental Justice Populations; all U.S. Census block groups and any portions of block groups that fell within the half-mile boundary of the project site were included. The study area with block groups identified are shown in Figure 9. Fairfax County was selected as comparison areas for the Environmental Justice analysis. Minority populations were then analyzed at the Census block group level using demographic data from the U.S. Census Bureau’s Decennial Census (2020). Since low-income data was not available for these block groups, Median Household Incomes were identified to compare the block groups to the county overall.

**Franconia-Springfield Metro Station
Frontier Drive Extension and Braided Ramps
Environmental Evaluation**

Figure 9. Study Area with Block Groups

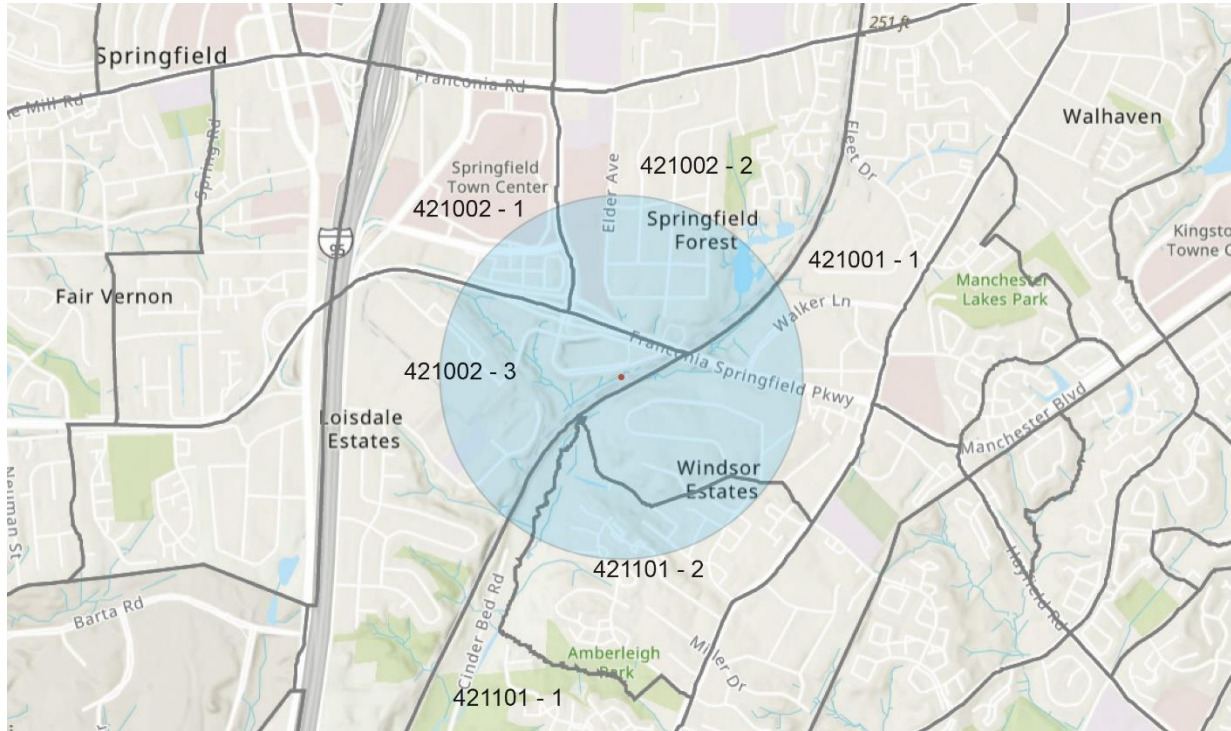


Table 5 lists the percentages of minority residents in the half-mile project study area in comparison to Fairfax County.

60% of the study area's population belongs to a minority group, which is lower than Fairfax County (51%). Two of the block groups in the study area had Median Household Incomes (MHI) higher than Fairfax County, and four of the block groups had MHI lower than the county.

Table 5. Minority Population and Median Household Income by Block Group

Census Tract	Census Tract	Minority			Household Income	
		Total Population	Minority Population	Percent (%)	Median Household Income (MHI)	Percent (%) of Fairfax County MHI
421001	1	2,855	1,721	60%	\$115,268	90%
421002	1	1,091	563	52%	\$105,380	82%
421002	2	2,160	1,222	57%	\$166,797	130%
421002	3	2,097	1,680	80%	\$70,187	55%
421101	1	801	378	47%	\$136,302	107%
421101	2	2,638	1,462	55%	\$91,886	72%

Census Project Study Area	11,642	7,026	60%	\$114,303	89%
Fairfax County	1,150,309	581,296	51%	\$127,886	100%

Table 6 provides a breakdown of the minority groups present within the project study area. The largest minority group within the study area is Black / African American (19.2%), which is higher than Fairfax County (9.6%). The second largest minority group within the study area is Asian (19.2%). The remaining minority groups in study area (American Indian / Alaska Native, Native Hawaiian or Other Pacific Islander, Two or More Races, and Other Races) altogether make up 22.8% of the population.

Table 6. Minority Population by Group

Minority Group	Census Project Study Area		Fairfax County	
	# of Residents	% of Total Population	# of Residents	% of Total Population
Black / African American	2,234	19.2%	110,889	9.6%
American Indian / Alaska Native	71	0.6%	6,500	0.6%
Asian	2,230	19.2%	235,050	20.4%
Native Hawaiian or Other Pacific Islander	17	0.1%	873	0.1%
Two or More Races	1,306	11.2%	129,550	11.3%
Other Races	1,268	10.9%	98,434	8.60%
Minority Total	7,126	61.2%	581,296	50.5%

4.6.2 Assessment of Disproportionately High and Adverse Impacts

There is no anticipated human environmental impact, including health, economic, and social, on the identified minority and low-income populations within the project study area. No adverse impacts to neighborhoods, community facilities, air quality, noise, vibration, or traffic are anticipated as a result of the Project. Considering these factors, the joint development project would not have “disproportionately high and adverse effects” on Environmental Justice Populations.

4.7 Cultural Resources

In September 2018, a Phase I cultural resources survey of the area of potential effect (APE) was completed for the larger transportation improvement project. In October 2021, a supplemental cultural resources survey was prepared. Within the area of the WMATA-specific projects there are two possible sites that could be potentially affected:

- Previously recorded Site 44FX0549; an approximately 2-acre Late Woodland Native-American site
- The Richmond, Fredericksburg & Potomac Railroad (500-0001).

Archaeological site 44FX0549 has been destroyed and is no longer extant. In addition, the Virginia Department of Historic Resources (VDHR) has determined that the Richmond, Fredericksburg & Potomac Railroad is potentially eligible for listing in the National Register of Historic Places (NRHP) under Criterion A: Event. On November 4, 2021, VDHR concurred with VDOT's recommendation that the Project has No Effect on historic properties.

4.8 Public Parklands

No public parkland is located within a half-mile of the study area. No parks or recreation areas would be impacted by the Project.

4.9 Wetland and Waters of the U.S.

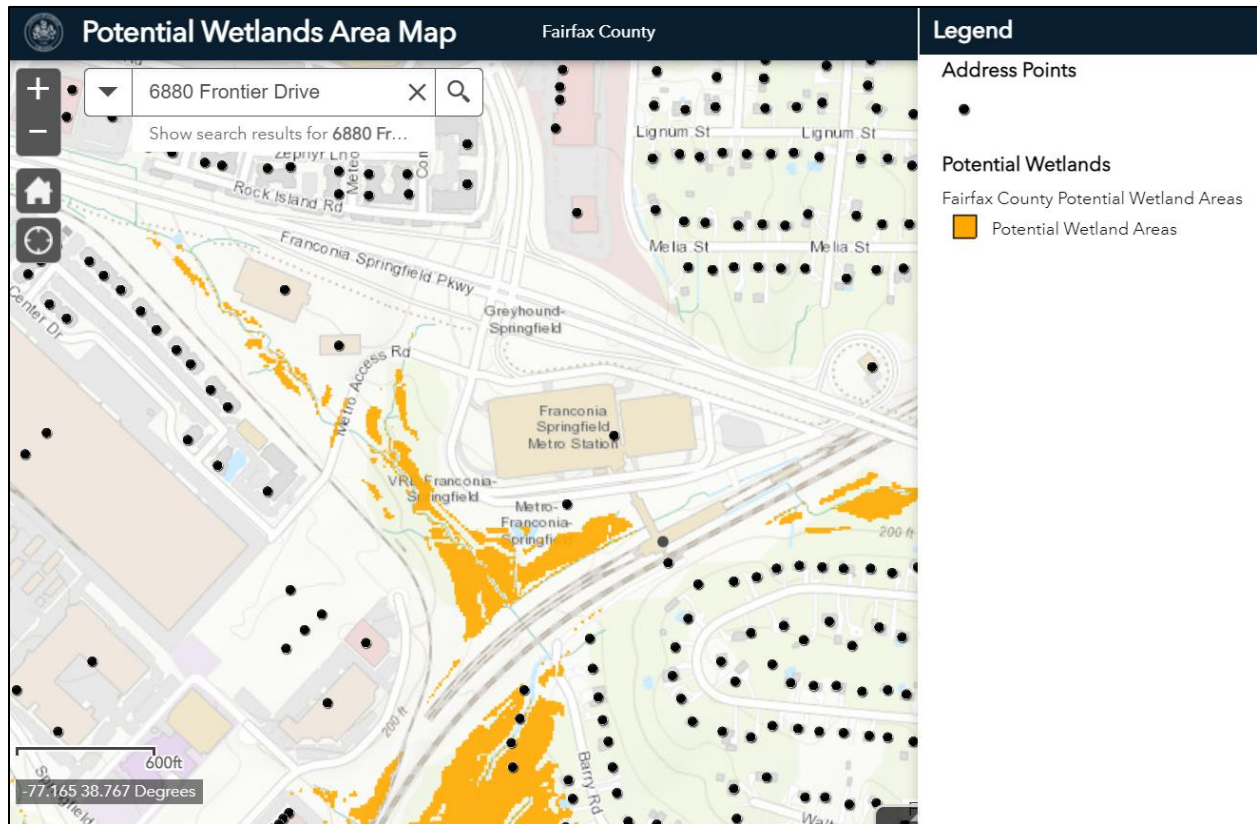
Wetlands and streams have been identified within the study area. A total of 1.4 acres of wetlands exist within the larger study area. The predominant wetland type is palustrine emergent wetlands. There are approximately 5,772 linear feet of perennial stream, 1,072 linear feet of intermittent stream, and 100 linear feet of ephemeral stream within the larger Project area.

Potential direct impacts to wetlands have been quantified using GIS and wetlands mapping. Approximately 0.17 acres of wetland would be impacted by the larger project. Total stream impacts account for 23.4 percent of the delineated streams within the study area. However, most of those impacts are associated with the larger Project and not the WMATA-specific Project elements.

Impacts that do arise would be minimized to the greatest extent practicable and mitigated in accordance with local, state, and federal regulations, including WMATA and Fairfax County stormwater requirements and applicable VDOT and Virginia Stormwater Management Program regulations. Erosion and Sediment Control design would be developed in future phases of study design. The project team would obtain the required permits.

Figure 10 shows the potential wetland areas around the station area.

Figure 10. Potential Wetland Area Map



Source: Fairfax County Potential Wetlands Area Map Viewer

4.9.1 County and State Water Resource Buffers

A minimum 25-foot-wide wetland buffer is required by state and county regulation. No impacts to the wetland buffer by the WMATA-specific project elements are anticipated. Fairfax County's Watershed and Resource Protection Area (RPA) map (Figure 11) indicates that the project is within an RPA, which designates sensitive areas along streams with the intent to protect and improve the quality of waterways. Under Fairfax County's Chesapeake Bay Preservation Ordinance (Fairfax County Code of Ordinances, Article 5, §118-5-2), public roads and their associated structures are conditionally exempt from regulation. Given the exemption for public roads, as long as they necessary requirements are followed, the Project would be consistent with the Chesapeake Bay Preservation Act and state implementing Regulations.

Figure 11. Fairfax County Resource Protection Area



Source: Fairfax County Watersheds and RPA mapping tool

4.10 Floodplains

The effective Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM") shows that there are no floodplains present within the Project area. The Project area is classified as an area of minimal flood hazard. See Figure 12.

Figure 12. National Flood Hazard Map



4.11 Water Quality

Approximately 748 linear feet of Long Branch is within the project study area. Long Branch is listed as impaired for recreation use due to the presence of bacteria.

The construction of the proposed improvements will result in more impervious surface area, potentially intensifying, stormwater runoff volumes into impaired surface waters. Short-term impacts during construction include increased sedimentation and turbidity downstream, and possible spills or non-point source pollutants entering groundwater or surface water through storm runoff.

Stormwater management measures, such as detention basins, vegetative controls, and other measures, would be implemented in accordance with federal, state, and local regulations to minimize potential water quality impacts. Low Impact Development techniques and practices

would be considered (to the extent feasible) to reduce stormwater runoff pollution and facilitate infiltration at the source. These measures would reduce or detain discharge volumes and remove sediments and other pollutants, thus avoiding substantial further degradation of water bodies in the project vicinity.

The Project is not expected to increase bacteria levels within Long Branch as sources typically include permitted point sources, sanitary sewer and septic systems, wildlife, and pets. The proposed project would not introduce or cause an increase in any of these sources.

All of the surface waters within the study area drain into the Potomac River and are part of the watershed of the Chesapeake Bay. Virginia's Chesapeake Bay Preservation Act of 1988 and Fairfax County's Chesapeake Bay Preservation Ordinance (Fairfax County, 2020) strives to protect local streams and the Chesapeake Bay from pollution due to land use and development. The Project would be constructed under a Construction General Permit and the project would become a part of VDOT's Municipal Separate Storm Sewer System (MS4), both of which take into consideration Total Maximum Daily Load (TMDL) requirements and require compliance with the applicable water quality requirements contained in the VSMP regulations.

Under Fairfax County's Chesapeake Bay Preservation Ordinance (Fairfax County Code of Ordinances, Article 5, §118-5-2), public roads and their associated structures are conditionally exempt from regulation, and as long as the necessary requirements are followed, the proposed Project would be consistent with the Chesapeake Bay Preservation Act and state implementing Regulations.

4.12 Air Quality

The Project site is located in Fairfax County, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area. The Greater Metropolitan Washington area is currently designated as a marginal nonattainment area for 8-hour ozone (O₃) and is in attainment with all other EPA National Ambient Air Quality Standards including carbon monoxide (CO), particulate matter less than 2.5 microns (PM_{2.5}) and 10 microns (PM₁₀), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb).

No significant impact to WMATA facilities is anticipated by the Project and it is recommended

4.13 Forest Stands

The Project is not anticipated to affect any forest stands. In addition, no specimen, champion, or historic trees are located on the site.

4.14 Threatened and Endangered Species

As part of the VDOT Environmental Assessment, the project team made an Information, Planning, and Conservation online system (IPaC) request to the United States Fish and Wildlife Service (USFWS). The official species list received from that request identified one federally listed species, the northern long-eared bat (*Myotis septentrionalis* or NLEB), to have the potential to occur within the study area. In addition, the USFWS IPaC response referenced the project's responsibility to comply with the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.).

The NLEB's winter habitat includes underground caves and cave-like structures such as abandoned or active mines, tunnels, and highway underpasses. These hibernacula typically have high humidity, minimal air currents, large passages with cracks and crevices of both live trees and snags. NLEBs most likely are not dependent on certain species of trees for roosts throughout their range; rather, the bats will use many tree species that form suitable cavities or retain bark opportunistically. NLEBs will also roost in manmade structures, such as barns and the undersides of bridges. NLEBs migrate between their winter hibernacula and summer habitat, typically between mid-March and mid-May in the spring, and mid-August and mid-October in the fall. They are considered a short-distance migrant, typically travelling 35 to 55 miles annually.

There are no known NLEB hibernacula near the study area. Wooded areas near the study area could potentially provide suitable summer roosting and foraging habitat for the species; however, there are no known occurrences of summer roosting or foraging NLEB within the study area (VDWR, 2021).

Tree removal associated with the entire Project may disturb summer roosting habitat for the NLEB. Findings contained within the USFWS Consistency Letter state the project may affect the NLEB; however, any take that may occur as a result of the Action is not prohibited under the ESA Section 4(d) Rule adopted for this species at 50 CFR §17.40(o).

4.15 Utilities

The Project is not anticipated to affect utilities that serve the Metro Station and adjacent neighborhoods, including water, sewer, electric, and natural gas services.

4.16 Safety and Security

WMATA would be responsible for the provision of police and/or security presence at WMATA-operated facilities during operating hours. Because WMATA is currently responsible for providing safety and security services at the Franconia-Springfield Metro Station, no significant impact on WMATA-operated facilities or operations is expected.

4.17 Hazardous and Contaminated Materials

Hazardous and contaminated materials include oil and other hazardous substances that present an imminent and substantial danger to public health and the environment. Federal laws that regulate hazardous and contaminated materials include:

- Comprehensive Environmental Response, Compensation, and Liability Act;
- Resource Conservation and Recovery Act;
- Toxic Substances Control Act;
- Clean Water Act; and
- Clean Air Act.

A Phase I Environmental Site Assessment (ESA) was prepared in February 2017 and updated in December 2021 for the Project consistent with the requirements of the American Society of Testing and Materials (ASTM) ESA procedures. In December 2021 an Updated Phase II ESA was completed and identified the Franconia-Springfield Metro Station as a recognized environmental condition (REC) identified during the 2021 Phase I ESA, which had not been previously assessed.

The Virginia Underground Storage Tank (UST) environmental database identified the Metro Station because of the active 600-gallon UST on the south side of the parking garage that serves as a fueling source for an emergency generator.

Multiple drainage structures and associated pipe are proposed on this property as part of the Project, and the REC has the potential to pose adverse impacts to subsurface media that will likely be disturbed during installation of the Project drainage and roadway improvements.

The constituents of concern are petroleum-based. No residual-phase petroleum constituent concentrations were detected in soil samples up to 10-feet below ground service during the Phase II ESA investigation. Therefore, no special management provisions appear to apply to soil excavated proximal to the identified petroleum UST.

4.18 Noise and Vibration

Existing noise sources within and adjacent to the Project area are dominated by motor vehicle traffic along Franconia-Springfield Parkway, Metrorail, and bus traffic. VDOT is responsible for quantifying and mitigating noise impacts from the Project and their State Noise Abatement Policy, or SNAP, is based on the Federal Highway Administration's regulations (23 CFR 772) and guidance for abatement of traffic and construction noise impacts.

A preliminary noise evaluation of the Project was conducted to identify noise sensitive receptors, predicted noise impacted receptors and noise abatement determination. No impact on existing noise-sensitive receptors is anticipated as a result of the WMATA-specific elements

of the Project. If the Project is constructed, the existing local bus and Metrorail transit operations will continue to operate as they do now, and no increase in service is anticipated. The Metrorail tracks will continue to function as they do now; the tracks will not be realigned nor will any new switches be constructed on the tracks as a result of the Project being built. The existing bus routes would continue to serve the Metro station as they do now.

Noise barriers north of Franconia-Springfield Parkway have been evaluated due to aspects of larger project and not the WMATA-specific elements. A final noise analysis will be performed during the final design phase of the Project to confirm the results of the preliminary noise evaluation.

4.19 Secondary and Cumulative Impacts

4.19.1 Secondary Impacts

No adverse secondary impacts are anticipated as a result of the Project. The improved access to the Metro Station and the GSA warehouse complex could generate increased development in a portion of the County where growth is desired and being planned for. The improved access could contribute a marginal increase in economic activity in the project vicinity, including demand for goods, services, and housing.

4.19.2 Cumulative Impacts

No adverse cumulative impacts are anticipated as a result of the Project and the activities undertaken in the Project would contribute minimal incremental effects to natural resource and socioeconomic conditions.

Transit

- No long-term adverse cumulative impacts to transit services or facilities are anticipated. Improved access to the station area from the GSA warehouse facility and increased employees at that site, may increase the number of passengers using the Franconia-Springfield Metro Station.

4.20 Construction Impacts

Construction of the Project will not close the Metro Station to passengers at any time. During construction, all modes of access would be maintained. VDOT will need to prepare and submit a maintenance of traffic plan to WMATA for approval. Phased construction would allow WMATA to retain operations within the Park & Ride, bus loop, and Kiss & Ride facilities through temporary arrangements, as needed, on the portions of the property not under construction.

Construction noise may be a concern to surrounding neighborhoods. The presence of the rail and highway corridors and nearby office parks will serve as a buffer to mitigate the effect of

construction noise on nearby residences. VDOT and the contractor will be responsible for ensuring that all construction activities adhere to noise control regulations as established in the Fairfax County Noise Ordinance and WMATA design criteria.

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5.0 PUBLIC INVOLVEMENT

WMATA, VDOT, and Fairfax County will keep the public informed about the Project through public outreach. A public hearing in accordance with the WMATA Compact will be held in conjunction with VDOT's public hearing scheduled for July 12, 2022 at 7pm. The hearing will provide the public with the opportunity to comment. Notice of the public hearing will be published in the *Washington Post* as required by the WMATA Compact.

The WMATA specific items of this hearing will be the following:

- Two new signalized intersections
- Reconfigured access to parking garage
- Add three more bus bays for a total of 15
- Add new bus layover facility
- Eliminate pick-up/drop-off area
- Allows through-traffic to Springfield Center Drive and Loisdale Road, which provides new access to WMATA station from the General Services Administration (GSA) warehouse

A public hearing staff report summarizing comments received at the hearing with staff responses will be released for public review and comment. The staff report will be made available online and in hard copy at WMATA headquarters and libraries in the project vicinity.

WMATA will collect comments from the public through the following ways:

- Online at [wmata.com/plans and projects](https://wmata.com/plans-and-projects)
- Written comments mailed to: Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001
- A public hearing by telephone

VDOT will also collect comments from the public and will share with WMATA the relevant comments. VDOT will collect comments in the following ways:

- Online during the virtual public meeting or at viriniadot.org/FrontierDrive
- By email to Meetingcomments@vdot.virginia.gov (please reference "Frontier Drive Extension" in the subject line)
- Written comments mailed to Mr. Zamir Mirza, Virginia Department of Transportation, 4975 Alliance Drive, Fairfax, VA 22030

Since December 2017, VDOT has held four public information and homeowners association meetings with a total of 130 attendees. The public information meetings were advertised in the *Washington Post*, *Connection Newspapers*, and *El Tiempo Latino*, as well as social media, press releases, and mailers. Mailers for the public information meetings were sent to all businesses

that will be displaced except for the two businesses on the cell tower. These displacements are not associated with the WMATA-specific project improvements.

Additionally, the project has coordinated with 20 Fairfax County, Commonwealth of Virginia, and US government agencies.

6.0 REFERENCES

Desman Design Management Memorandum, *Frontier Drive Extension*, June 10, 2019

EEE Consulting, Inc. *Phase 1 Environmental Site Assessment*, December 2021

Fairfax County Department of Planning & Development. 2012. Concept for Future Development Map. *Fairfax County. Concept for Future Development Handout (fairfaxcounty.gov)*

Fairfax County Department of Planning & Development. 2018. Countywide Trails Plan. *Fairfax County, Virginia. Fairfax County - Countywide Trails Plan Map - Updated June 2018*

Fairfax County Department of Planning & Development. 2018. Fairfax County Comprehensive Land Use Plan. *Fairfax County, Virginia. Fairfax County Comprehensive Land Use Plan Map - 11/20/2018*

Fairfax County Department of Planning & Development. 2019. Fairfax Countywide Bicycle Master Plan. *Fairfax County, Virginia. Countywide Bicycle Master Plan | Transportation (fairfaxcounty.gov)*

Fairfax County Department of Planning & Development. 2021. Fairfax County Comprehensive Plan Franconia-Springfield Area and Fort Belvoir North Area. *Fairfax County, Virginia. 2017 Edition of the Comprehensive Plan - Franconia-Springfield Area (fairfaxcounty.gov)*

Fairfax County GIS and Mapping Services
www.fairfaxcounty.gov/maps/

Fairfax County Potential Wetlands Area Map Viewer
<https://fairfaxcountygis.maps.arcgis.com/apps/webappviewer/index.html?id=f5aa6df69741413fb815c31565b4722f>

Fairfax County Watersheds and RPA mapping tool
<https://www.fairfaxcounty.gov/publicworks/stormwater/find-your-watershed>

Federal Emergency Management Agency (FEMA), *Flood Insurance Rate Map (FIRM) for Fairfax County, VA.*

Reno Gazette Journal. 2019. Fairfax County 2019 American Community Survey 5-Year Estimates. *Reno Gazette Journal. 2019 American Community Survey 5-Year Estimates | rgj.com*

Virginia Department of Transportation. 2022. *Frontier Drive and Braided Ramps Environmental Assessment*. Federal Project STP/F-5B01(030).

U.S. Census Bureau. 2020. Fairfax County. *U.S. Census Bureau*
<https://data.census.gov/cedsci/profile?g=0500000US51059>

APPENDIX F: CONCEPT DRAWINGS


Proposed Changes to Franconia-Springfield Station Area

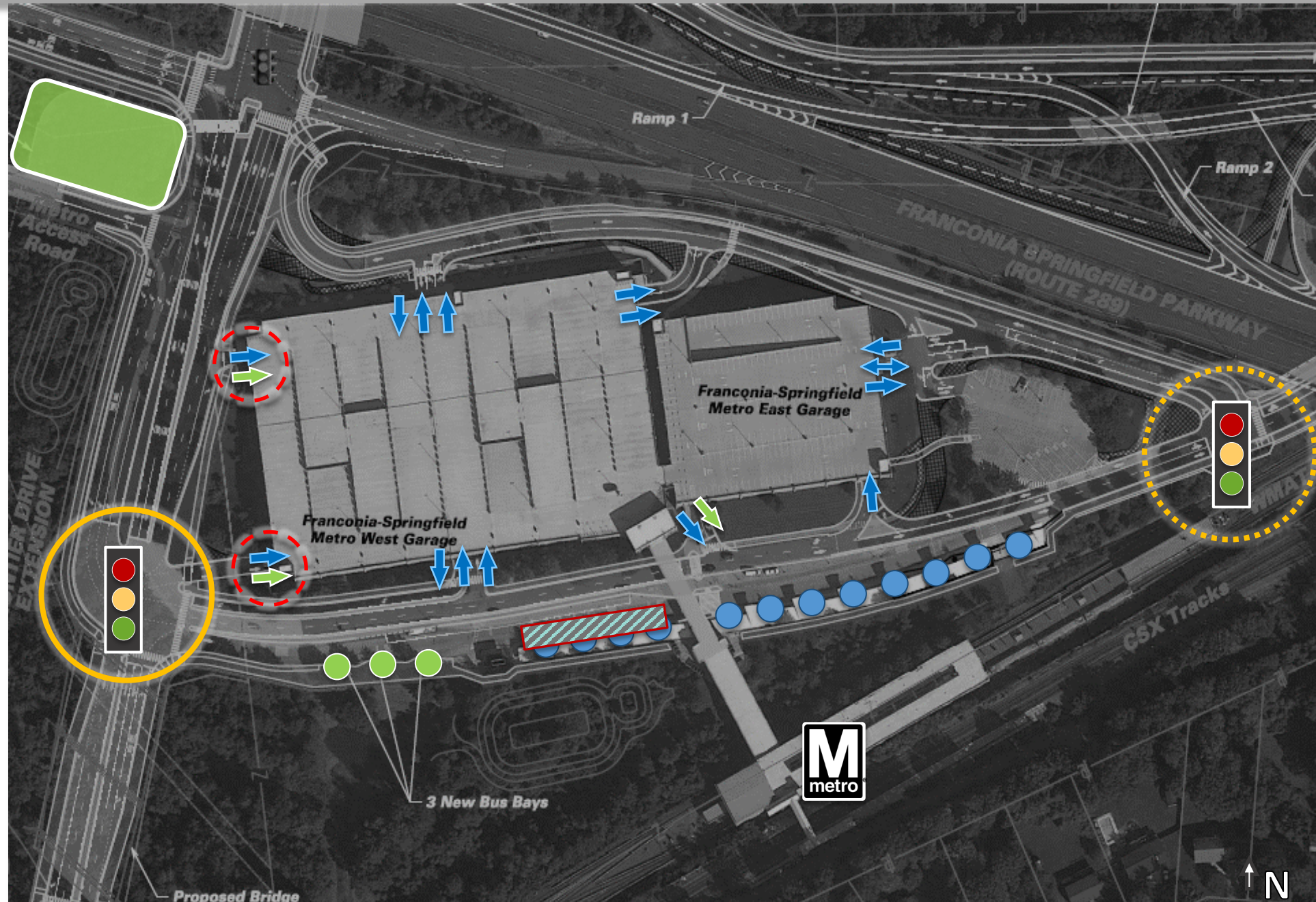


Franconia-Springfield Station Compact Public Hearing

Proposed Changes to Franconia-Springfield Station Area

LEGEND

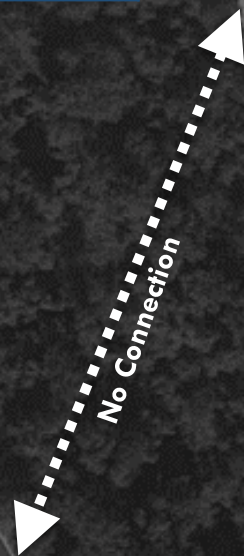
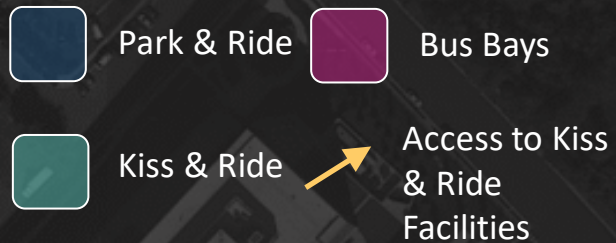
-  Existing lane
-  Existing bus bay
-  Remove Pick-Up/Drop-Off
-  New bus layover facility
-  New Intersection
-  Reconfigured Intersection
-  New bus bay
-  New lane
-  New gate



Existing Transit Facilities

Mode	Capacity
Park & Ride	5069 spaces
Kiss & Ride	110 spaces
Bus	12 bays

LEGEND



Changes to Park & Ride Facilities




Capacity

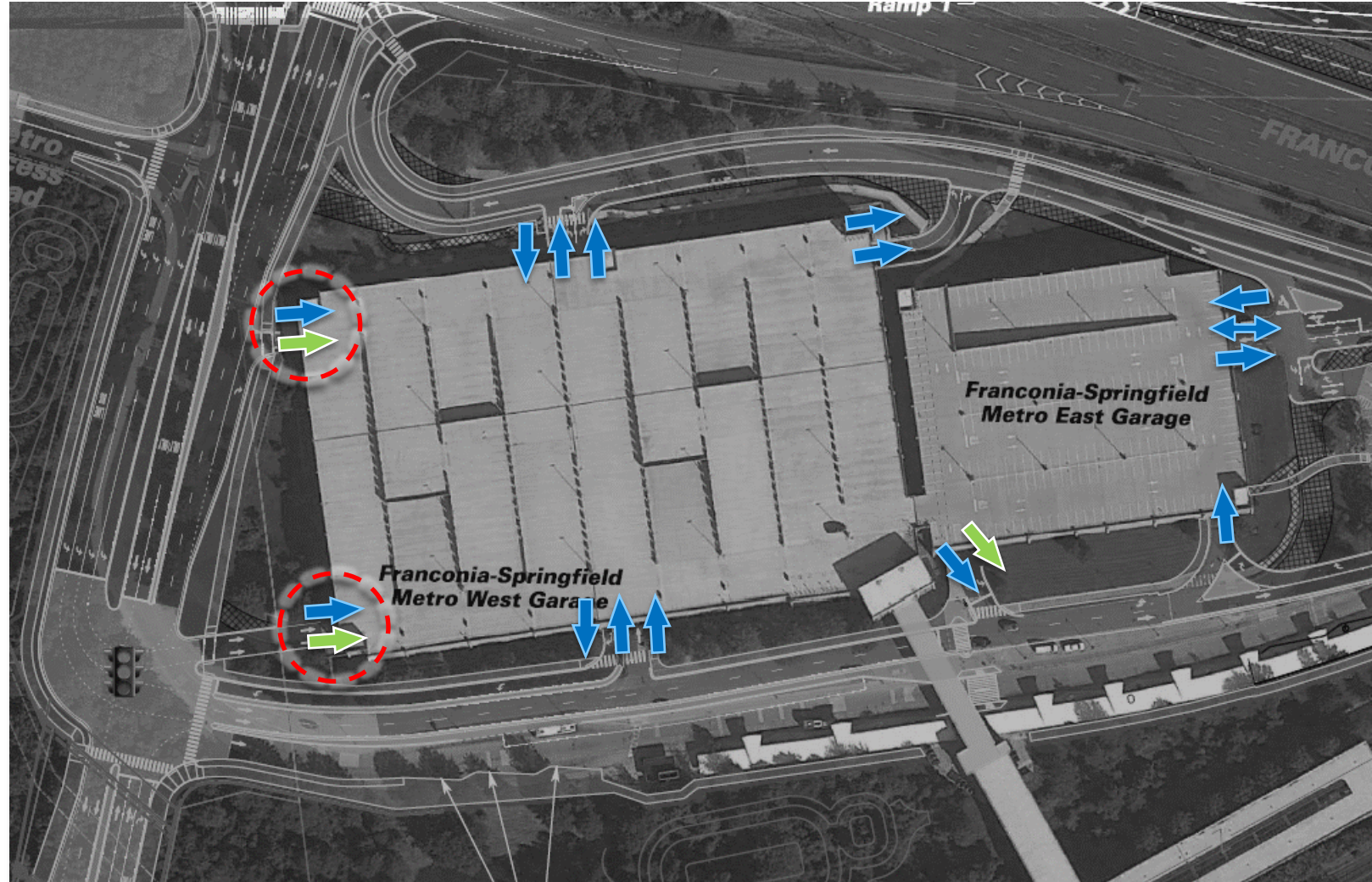
- No change to space count

Configuration

- Two (2) new parking garage entry lanes
- One (1) new parking garage exit lane

LEGEND

-  Existing lane
-  New lane
-  New gate



Changes to Kiss & Ride Facilities

Capacity

- Removal of existing off-street pick-up/drop-off area

Configuration

- Modification of access to existing Kiss & Ride garage and lot

LEGEND



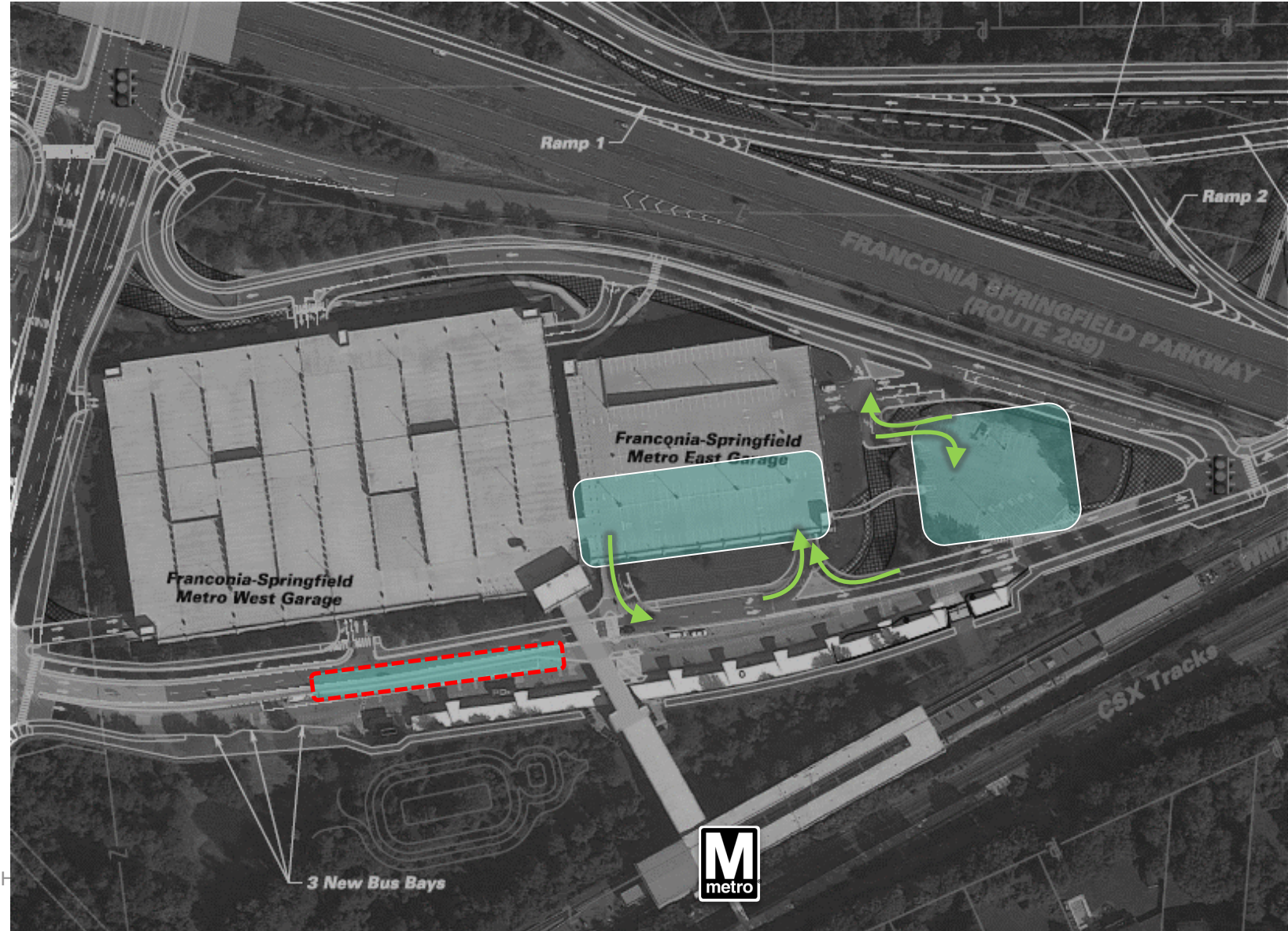
Kiss & Ride



Remove Pick-Up/Drop-Off



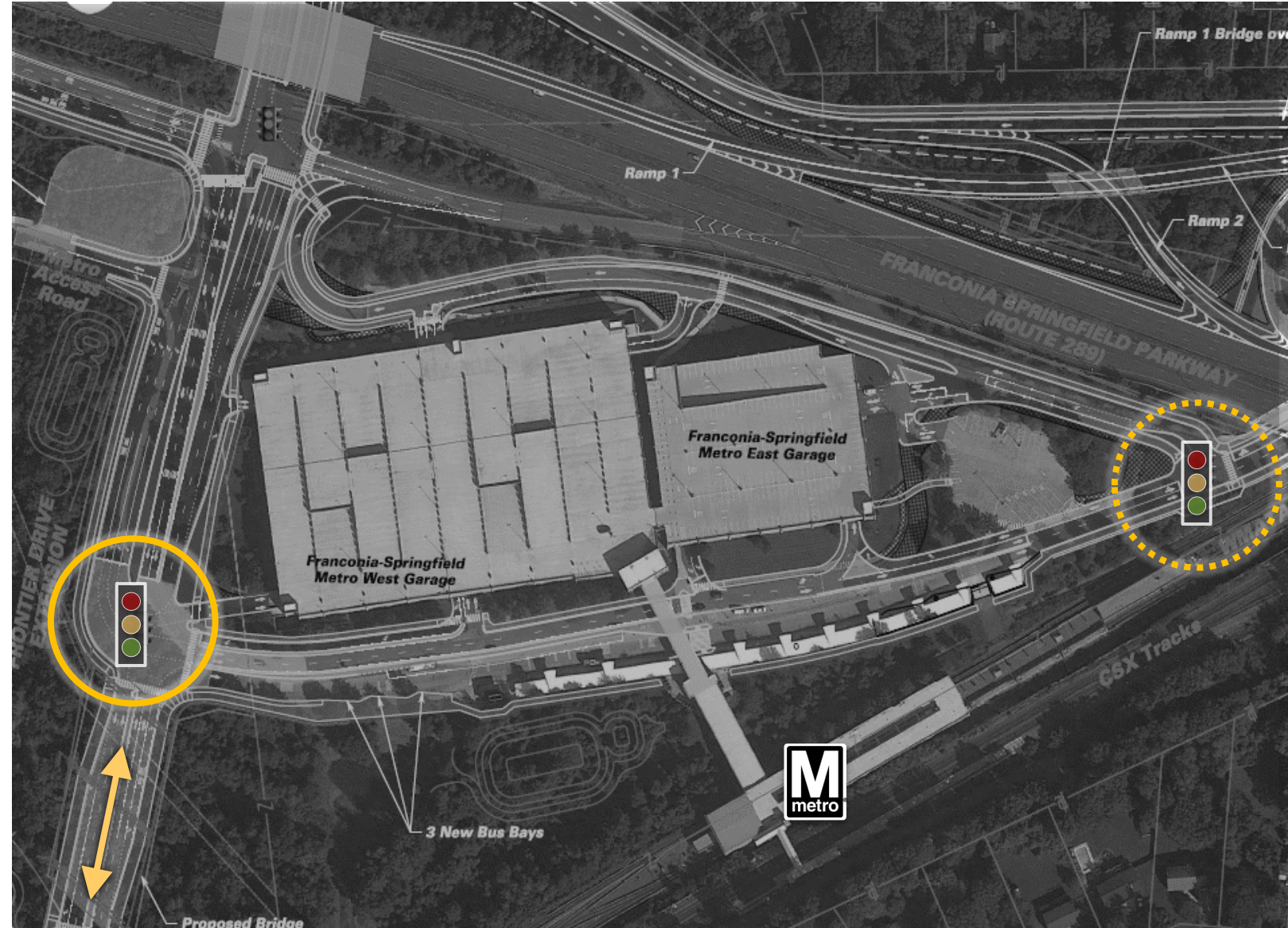
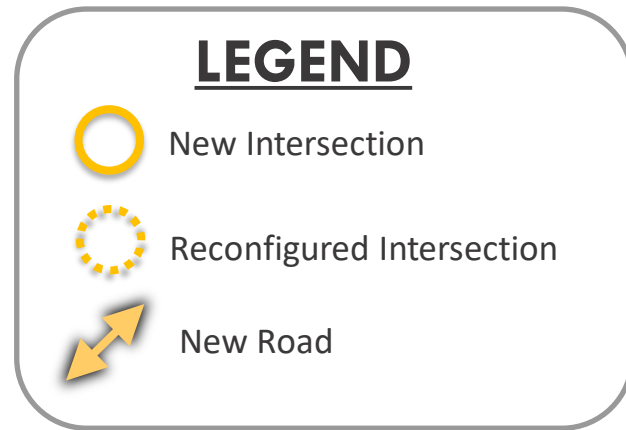
Modified Access to K&R facilities



Changes to Station Access

Configuration

- New intersection to tie into new road, allowing through-traffic to Springfield Center Drive and Loisdale Road
- Reconfigured intersection to improve traffic flow and operations



Changes to Bus Facilities




Capacity

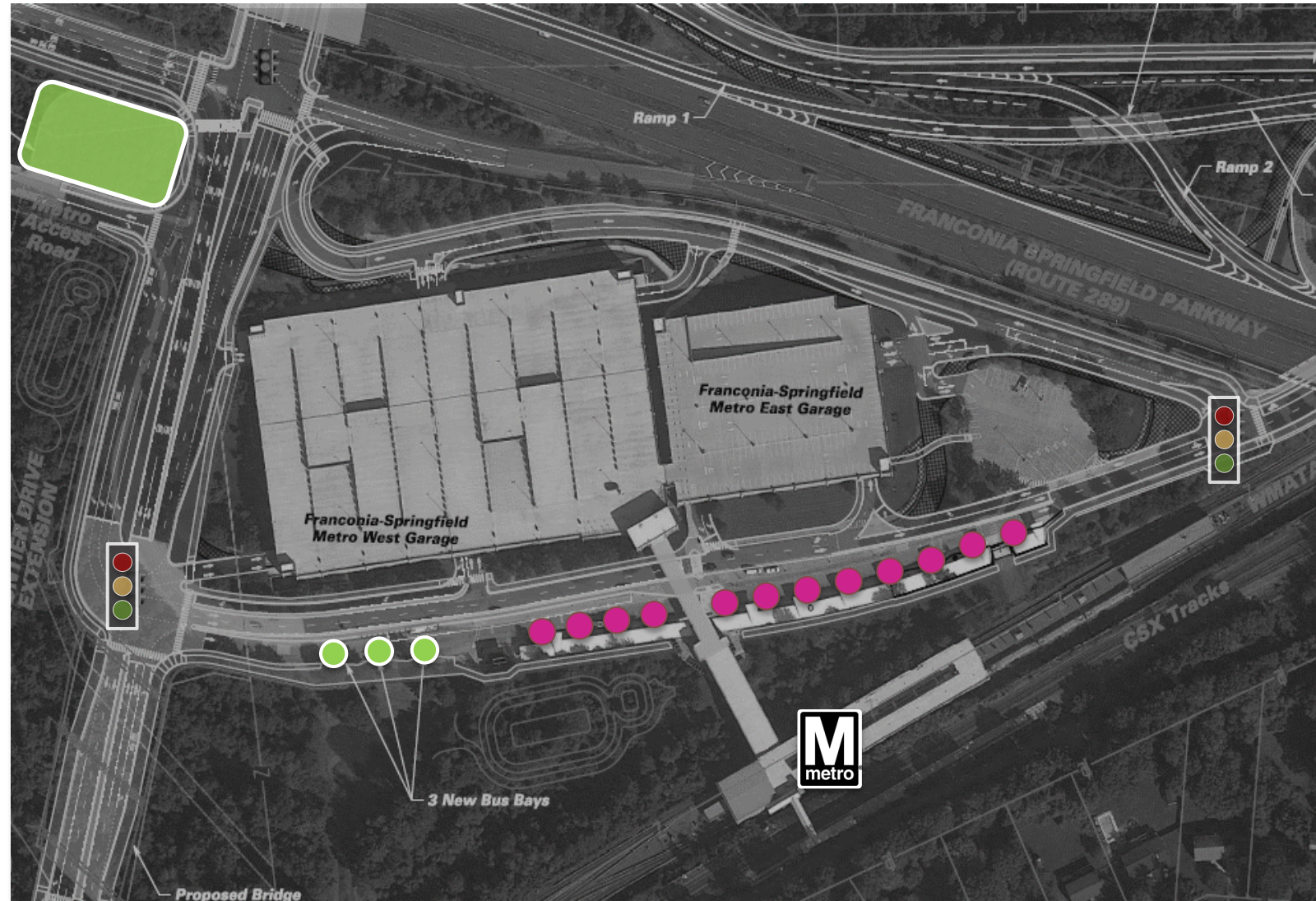
- Three (3) new bus bays
- New bus layover facility

Configuration

- New intersection to tie into new road
- Reconfigured intersection to improve traffic flow and operations on Metro Access Drive

LEGEND

-  Existing bus bay
-  New bus bay
-  New bus layover facility



APPENDIX G: NOTICE OF PUBLIC HEARING STAFF REPORT

APPENDIX H: COMMENTS RECEIVED ON THE PUBLIC HEARING STAFF REPORT